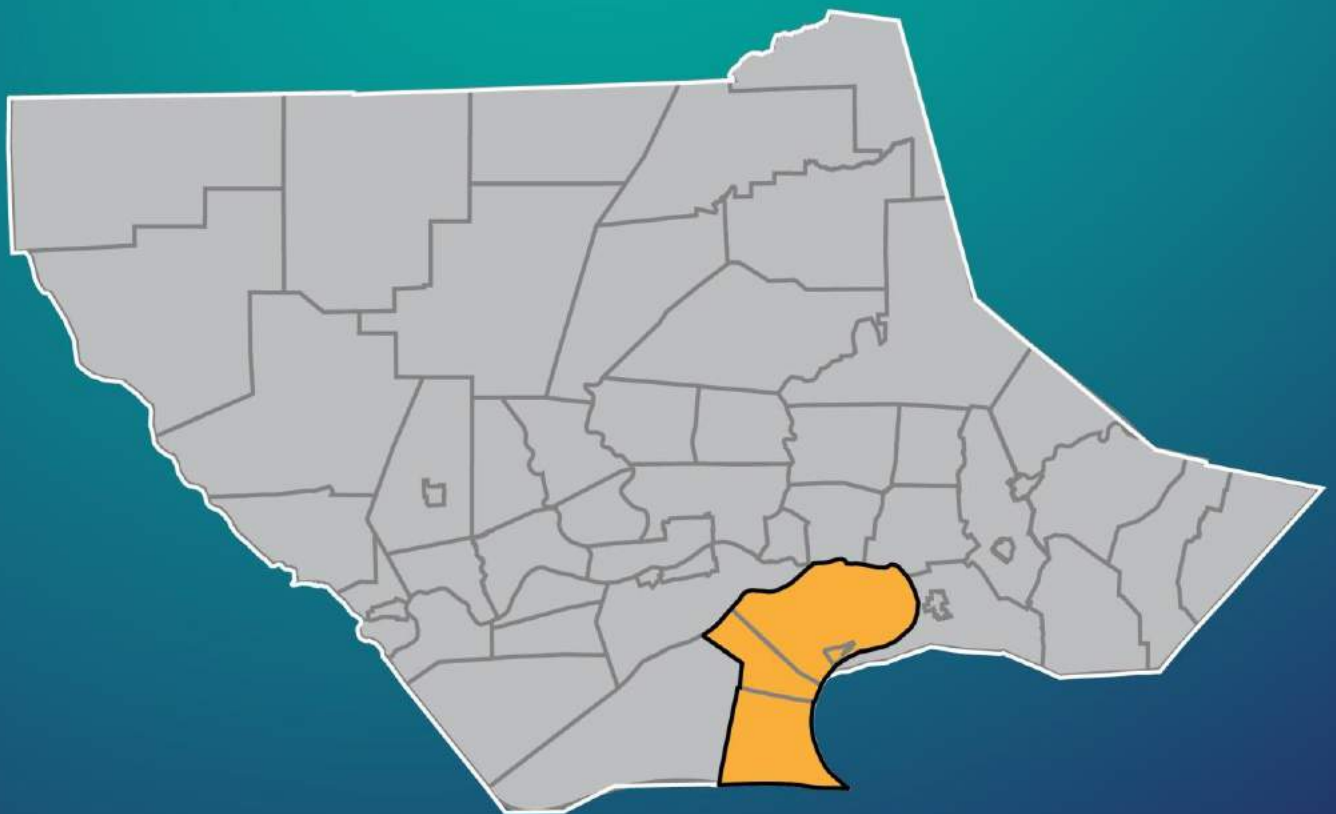




**2016 MULTI-MUNICIPAL
COMPREHENSIVE PLAN REVIEW
AND
IMPLEMENTATION STRATEGY**
US-15 South Planning Area
Lycoming County, Pennsylvania



Plan Adoptions

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

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

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

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

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TETRA TECH, INC., HARRISBURG, PA

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 Reference Maps..... **Error! Bookmark not defined.**

 Plan Consistency..... **Error! Bookmark not defined.**

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Chapter 1: Plan Overview

Introduction

This US-15 South 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-15 SOUTH 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-15 South 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 Union and Lycoming Counties.

This US 15 South Planning Area is comprised of four municipalities: Brady and

Clinton Townships, and Montgomery Borough in Lycoming County, and Gregg Township in Union County. The four municipalities are physically and functionally connected by the White Deer Hole Creek watershed, the West Branch Susquehanna River, and US 15 – which lies north-south through the Planning Area.

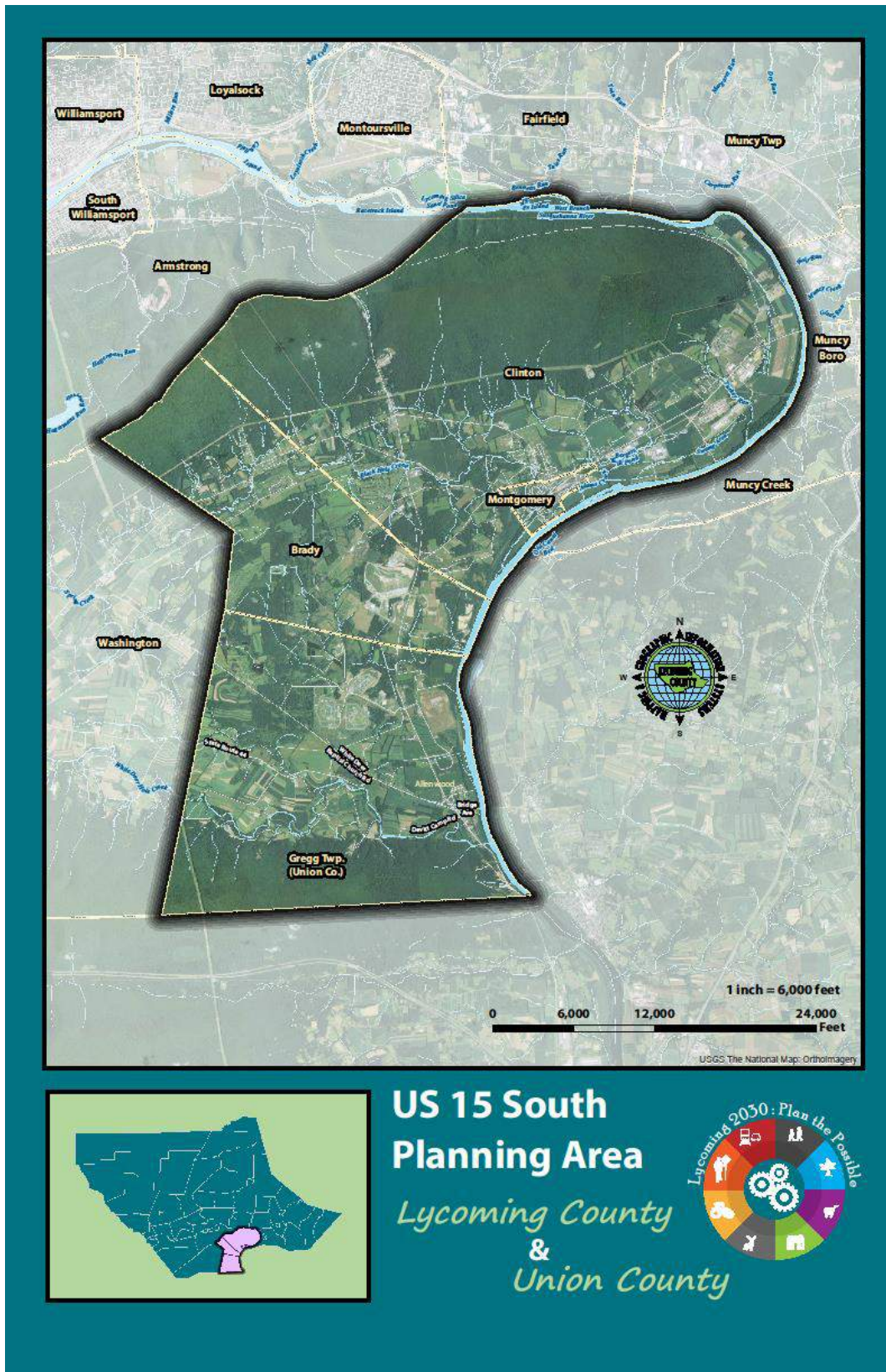
The communities of the US 15 South multi-municipal planning partnership have come together to plan for and protect the quality of their rural living. An agricultural heritage and continuing agricultural industry, along with the expanses of forested mountains and uplands, provide scenic settings for many activities. Bald Eagle, White Deer and South White Deer Mountains separate the more rural parts of the Planning Area from the more urbanized settings of the City of Williamsport and offer a seasonal background to the valley below – while the US-15 and SR-405 corridors offer ideal locations for commercial and industrial development. Local heritage and access to the West Branch Susquehanna River are also sources of pride among community residents. Overall, the presence and quality of natural resources in this Planning Area defines its character and value. Stakeholders from across the Planning Area have expressed that quality of life is first and foremost among their reasons for choosing to live here and an asset to be preserved for future generations.

While it is the US-15 South PAT's desire to preserve the established character of their communities, they also realize that a balanced approach must be taken to encourage economic growth of the region. Currently this Planning Area is comprised of agricultural and light industrial activity, namely in the townships, while Montgomery Borough serves as the business center of the US-15 South Planning Area. Due to the Planning Area's proximity to I-80 via I-180 and US 15, the area is viewed as an advantageous location for wholesale trade distribution facilities. State KOZ (Keystone Opportunity Zone) designations have been established for two sites in the Planning Area which are intended to invite additional economic development. The growth area also features the presence of a Norfolk-Southern rail line, the extension of public water & sanitary sewer infrastructure. Natural gas service is currently available at the Great Streams Common and the Bureau of Prisons property in Gregg Township, there is a possibility of constructing additional natural gas supply lines along US-15 thereby stimulating further development incentive.

An exhaustive comprehensive planning effort for the US-15 South was last conducted little over ten years ago and resulted in a multi-municipal plan that was completed and adopted in 2005. During the 2016 review process, the issues, priorities, and key recommendations in the 2005 document were revalidated as a planning baseline for the 2016 update. The 2016 Plan translates the adopted 2005 Plan into a set of achievable goals by providing a succinct implementation strategy to address the current priorities of the US-15 South Planning Area.

This 2016 Comprehensive Plan Review and Implementation Strategy is a living document, inasmuch as it is meant to capture the current desires of our communities and provide targeted implementation strategies to achieve those 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.

US-15 South Map



US-15 South Profile

GEOGRAPHY

Location: Lycoming County and Union County, Northcentral Pennsylvania, USA

Total Area: 53.2 square miles or 34,048 acres

Floodplain Area: 7.3 square miles

Major Watersheds: Susquehanna River Basin

Land Cover as Percentage of Total Area [Lycoming County Portion of Planning Area Only] (University of Vermont Spatial Analysis Laboratory): 63% tree canopy, 30% otherwise vegetated, 4% developed, 3% water and wetlands

POPULATION

Population (2010 Census): 10,792 persons; 8.3% increase since 2000

Median Ages, 2014 American Community Survey Estimates

Township Of Brady	41
Township Of Clinton	38.6
Borough Of Montgomery	31.5
Township Of Gregg	38.6

Population in Each Census, 1970-2010

Population Change 1970-2010									
Municipality	Total Population					Population Change			
	1970	1980	1990	2000	2010	2000-2010		1970-2010	
						#	%	#	%
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	12,702,379	421,325	3.43%	901,613	7.64%
Lycoming County	113,296	118,416	118,710	120,044	116,111	-3,933	-3.28%	2,815	2.48%
U.S. 15 South Planning Area	4,883	5,914	6,653	10,823	11,649	826	7.63%	6,766	138.56%
Brady Township*	255	840	822	494	521	27	5.47%	266	104.31%
Clinton Township*	1,934	2,467	3,086	3,090	3,708	618	20.00%	1,774	91.73%
Gregg Township, Union County*	792	954	1,114	4,687	4,984	297	6.34%	4,192	529.29%
Montgomery Borough	1,902	1,653	1,631	1,695	1,579	-116	-6.84%	-323	-16.98%

Source: U.S. Census Bureau
 *Brady, Clinton, & Gregg Township populations figures include institutionalized individuals.
 Of note, Gregg Township 2000 Population of 4,687 includes 3,79 incarcerated persons. Refer to Table 2 for more detailed breakdown.

Institutionalized and Community Populations* 1990-2010													
Municipality	Institutionalized Population						Institutionalized Population Change		Community Population			Community Population Change	
	1990		2000		2010		1990-2010		1990	2000	2010	1990-2010	
	#	% of total pop	#	% of total pop	#	% of total pop	#	%				#	%
U.S. 15 South Planning Area	1,234	18.55%	5,404	49.93%	5,320	45.67%	4,086	331.12%	5419	5419	5472	53	0.98%
Brady Township	292	35.52%	0	0.00%	0	n/a	-292	-100.00%	530	494	521	-9	-1.70%
Clinton Township	942	30.52%	868	28.09%	1,456	39.27%	514	54.56%	2144	2222	2252	108	5.04%
Gregg Township, Union County	0	0.00%	3,679	78.49%	3,864	77.53%	3,864	n/a	1114	1008	1120	6	0.54%
Montgomery Borough	0	0.00%	0	0.00%	0	n/a	0	n/a	1631	1695	1579	-52	-3.19%

Source: U.S. Census Bureau

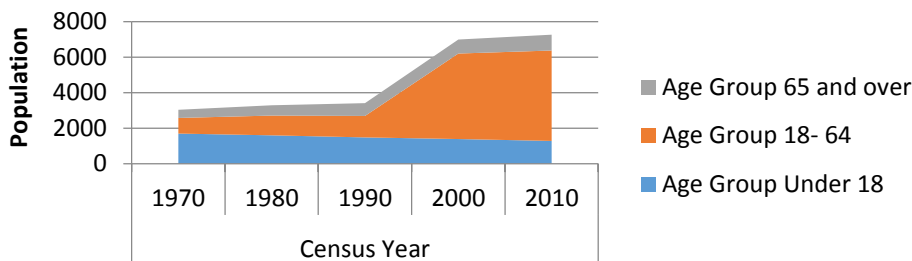
*Community Population is defined as the total population minus the institutionalized population.

*The Institutionalized Population is persons residing in institutional group quarters such as adult correctional facilities, juvenile facilities, skilled-nursing facilities, and other institutional facilities such as mental (psychiatric) hospitals and in-patient hospice facilities

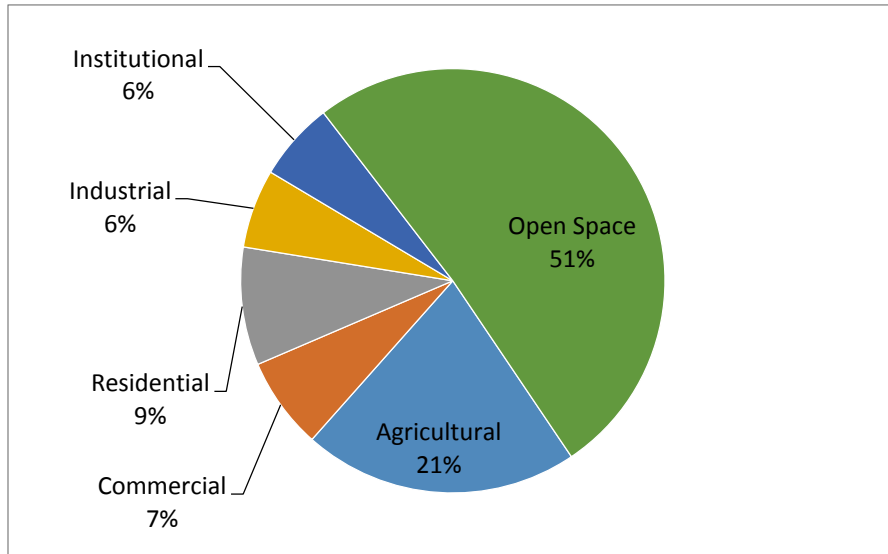
Institutions within PAT municipalities:

- Brady Township: Federal Prison Camp was closed prior to the 2000 census
- Clinton Township: SCI Muncy was originally established in 1920 as the Industrial School for Women, and later incorporated into the PA Bureau of Corrections in 1953 as Muncy State Correctional Institution
- Gregg Township: Allenwood Federal Correctional Complex was opened prior to 2000 census

Population Composition by Age, 1960-2010



Current zoning as percentage of total area



INFRASTRUCTURE AND FACILITIES

Locally-Owned Roads (PennDOT data): 339.6 miles

State-Owned Roads (PennDOT data): 156.1 miles

Major Transportation Routes: US-15, PA-405

School Districts: Montgomery Area, Warrior Run

Water and Sewer Providers: Gregg Township Municipal Authority, PA American Water, West Branch Regional Authority

Housing Units (2014 American Community Survey Estimate): 2,695

ECONOMY

Median Household Income, 2014 American Community Survey Estimates

Township Of Brady	\$67,833.00
Township Of Clinton	\$46,750.00
Borough Of Montgomery	\$45,543.00
Township Of Gregg	\$47,292.00

Top employers with presence in Planning Area (PA Dept. of Labor & Industry):

- Lycoming County Government (Resource Management Services)
- State Government (SCI Muncy)
- Federal Government (Bureau of Prisons)
- VT Hackney Inc.

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 2005 US-15 South multi-municipal plan with emphasis placed on developing implementable strategies to address the current set of prioritized issues. This review is organized into three sections:

The Implementation Strategy section identifies issues in descending priority order for the multi-municipal US-15 South 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 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-16 South 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 2005 plan.

The Appendices are packaged into a separate document and include the following items:

- a. Plan Process
- b. PAT Meeting Notes and Results
- c. Results of Quantitative Research and Analysis
- d. Results of Qualitative Research and Analysis
- e. Reference Maps
- f. Plan Consistency
- g. Plan References

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	Water Quality	X	X	X	X		X	X	X	
2	Fragmentation of local government		X	X	X	X			X	
3	Outdoor recreation resources			X	X	X	X	X		X
4	Significant Cultural and historical resources	X			X	X	X	X		
5	Water, Sanitary Sewer, and stormwater infrastructure Needs		X	X	X		X		X	
6	Changing Economy vs Local Workforce	X		X	X	X	X	X		X
7	Current land use vs Community Vision	X	X	X	X	X	X	X	X	X
8	Multi-modal Transportation System Deficiencies	X	X	X	X	X	X	X	X	X

Chapter 2: Implementation Strategy

Priority Issue #1



Water quality is vital, but is vulnerable to a multitude of threats.

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. The subject of public water infrastructure and its direct impact on economic development is outlined in great detail in Priority Issue #5.

Drinking water in the Planning Area is currently provided through a combination of surface water intakes and groundwater sources with some areas relying more heavily on one source or the other. As is the case with any watershed or aquifer, groundwater and surface water sources are vulnerable to a variety of potential contaminants such as the improper disposal of hazardous chemicals, or the infiltration of man-made products including gasoline, oil, road salt, pesticides, or fertilizer runoff into water supplies.

There are four major factors that concern water quality in the US-15 South Planning Area

- Agricultural Practices
- Stormwater Runoff
- Lycoming County Landfill
- US 15 Road Traffic

Regardless of the source of potential contamination, one thing is certain – any degradation of this Planning Area’s source water would have a very real impact on our public health and quality of life.

The Northern section of the US 15 South Planning Area is defined as the Borough of Montgomery and Townships of Brady and Clinton. Drinking water in this northern section of the Planning Area is provided by one of two sources:

- Rural areas are served by private water supplies (namely private wells for single family residences) which have a wide variation in quality and quantity, with some areas subject to relatively high hardness or sulfur and/or very little available supply.

Lycoming County Resource Management Services

Lycoming County operates a municipal and residual waste landfill which is adjacent to and located on property owned by the Federal Bureau of Prisons approximately 9.5 miles south of Williamsport on US 15. At the present time 9 million tons of waste is in place with additional capacity available to approximately 2026. The landfill construction features a full Subtitle D Liner system with 22 monitoring wells that are monitored every three months by a fully accredited laboratory for a variety of parameters. Test results are reported to PADEP. Several identified contiguous property owner water supplies are also tested to ensure no impact from the operation. The landfill offers a secure compliant disposal of household waste, sewage sludge, highway spills and local industrial customers. Easy local disposal helps curb illegal dumping.

For more on LCRMS reference Appendix C

- Urbanized areas are served by Montgomery Water and Sewer Authority—a public water system that is supplied by an aquifer with good quality and ample quantity of water.

The Southern section of the US 15 South Planning Area is defined as the village of Allenwood and Gregg Township in Union County. Water for this section is supplied by the Pennsylvania American Water Company and drawn from either the Spruce Creek Reservoir (located NW of Lewisburg) or the White Deer Creek Intake and Treatment Facility (West of White Deer Village) depending on the end user location. Pennsylvania American Water also draws water from the West Branch Susquehanna River which supplies the Milton Service Area. The more rural areas of the Township utilize private wells, some of which have been noted to have significant quality issues.

Priority Issue Overview

Members of the US 15 South PAT shared two main concerns:

- Source water protection
- Well Head design and maintenance

Within the US 15 South Planning Area, contamination of surface water sources as well as ground water sources, including the West Branch Susquehanna River, can originate from either point or non-point and sources:

- Point sources are attributable to a single identifiable site, such as a sewage pipe or drain
- Non-point source pollution occurs from a variety of contaminants found in runoff and precipitation.

In some parts of this Planning Area there has been notable progress made in terms of agricultural operations. The US 15 South Corridor has many farm operations which have invested significant funds into purchasing minimum till farm implements to reduce soil erosion and sediment runoff. In addition to compliance with nutrient management plans, some farmers have also undertaken innovative nutrient management practices such as nitrogen stock testing, which help determine the optimal amount of fertilizer needed to grow a crop while ensuring that excess fertilizer does not leach into groundwater supplies or nearby streams. Efforts and investments such as these are a testament to the value that the farming community places in land stewardship.

Another important facet of this issue is wellhead design and maintenance for private well owners. Currently there are no regulations at the state or local level for private well construction. This sometimes leads to improper well construction and a higher likelihood of contaminated well water. Common issues include:

- Insufficient above grade casing height
- Lack of subgrade grout seal around casing
- Use of a standard well cap (as opposed to a sanitary well cap)
- Locating the well in an area of storm water ponding

Each of these issues can contribute to infiltration of non-potable surface water, rodent and insect infestation and bacterial contamination. Another contributing cause of source water contamination is a failing private septic system. It can significantly degrade the quality of a community's aquifer and introduce disease causing

microorganisms such as E coli, Giardia, Cryptosporidium, and Hepatitis A into a community’s groundwater supply.

Preservation of water quality was discussed in the US-15 South 2005 Comprehensive Plan. It is also the focus of the Lycoming County Water Supply Plan, which was adopted in September 2001. The 2005 Route 15 South Comprehensive plan outlined a number of Key Strategic Actions (specific page numbers indicated in parenthesis below) — they are equally valid today:

Montgomery Borough (Page 9-6):

- Develop a wellhead protection program to protect the Borough’s water supply. (Note: this recommendation is not yet fully completed but it is in active development and making good progress)

Clinton Township (Page 9-11):

- Use a comprehensive approach to infrastructure improvements to serve expansions in planned growth areas. This should include a mutual agreement with Montgomery Borough for the provision of public water and sewage treatment.
- Develop a wellhead protection program to protect Montgomery Borough’s water supply.

Brady Township (Page 9-13):

- Revise zoning to guide development to desired growth areas.
- Revise ordinances to establish buffer zones around valuable wetlands and other natural resource areas, such as “The Sinks.”



A key change since the 2005 US-15 South Comprehensive Plan was adopted and today is the creation of the West Branch Regional Authority (WBRA) and the North Central Source Water Protection Alliance and their efforts to increase the security and



sustainability of their service areas water supply. The West Branch Regional Authority (WBRA) is actively seeking funding in coordination with the Northcentral Pennsylvania Conservancy in an effort to plan for and implement an updated source water management plan.

Key Implications Source water protection planning helps minimize threats to public health through the prevention of ground and surface water contamination. Ground water pollution from non-point sources, such as agriculture or stormwater runoff, is an ongoing problem in this Planning Area. As an example, nitrate contamination forced the closure of one of the Montgomery Water and Sewer Authority’s three wells shortly before the 2005 Multi-Municipal Comprehensive Plan was adopted. As a result of losing that well, the following consequences beset the area:

- The public water supply was severely constrained
- Growth and development in the area was limited.

- There was a long delay in replacing the contaminated well caused by a complicated 10-year permitting process and difficulties locating and developing a new well

Since these essential resources are not easily replaced and the timeline required to locate, develop, and permit new drinking water sources is extremely lengthy, the unavoidable conclusion is that source water pollution must be prevented to the maximum extent possible.

To avoid the possible repeat of that situation, source water must be better protected. If this issue is not addressed the following negative impacts are likely to occur:

- Both public and private water systems will run an increased risk of contamination from preventable sources of pollution
- The required treatments to combat these contaminants will become more complex
- The resulting costs to provide clean and safe water will increase
- If contamination escalates, water suppliers run the risk of being forced to shut down wells and identify new sources of water
- Replacement well locations are finite and limited by geography and geology
- There are significant costs and regulatory requirements to establish new well fields and connect them to existing infrastructure

Point source contamination can be just as disruptive and costly to resolve. In October 2016, Pennsylvania American Water Company's water intake at Milton was shut down to prevent contamination from a ruptured gasoline pipeline that spilled approximately 50,000 gallons of gasoline into the Loyalsock Creek and West Branch Susquehanna River following heavy rains northeast of the City of Williamsport. This event highlighted the diversity of potential threats faced by our source water supplies and the need to plan effectively for their protection.

In short, source water protection is needed now more than ever before. Efforts to protect source water yield numerous benefits:

- It helps keep the supply of public water more cost affordable because clean water is simpler and less expensive to treat
- Implementing proactive source water protection measures will also reduce system operation and maintenance costs
- A dependable and clean water source also enhances the community's potential to attract new development
- Clean, high quality water helps existing users

Top Viable Project of Regional Significance for this Issue**DEVELOP A WELLHEAD/SOURCE WATER PROTECTION PROGRAM FOR ALL PUBLIC WATER SYSTEMS.**

The goal is to keep harmful contaminants out of the water supply through a combination of land use regulations, transportation planning, emergency response coordination, and community engagement. Collectively these tools encourage or require the implementation of BMPs to reduce both point and non-point source pollution within the designated source water protection areas.

The PDT assigned to this project should consider some or all of the following water quality measures:

- Develop a wellhead/source water protection program for all public water systems in this PAT. This includes public systems, mobile home parks and other small systems, and even private well owners.
- Provide support to identify, track, and mitigate the impacts of potential sources of contamination. This process should include efforts that address “high risk” land uses with the potential to contaminate ground water and the development of a program to track and clean up illegal dump sites.
- Develop a model ordinance to regulate activities that would negatively impact the quality of water within the source water protection zones. This ordinance may include items such as prohibitions on the use of burner barrels and limitations on land uses which have a high probability of negatively impacting ground water quality. If implemented, these regulations must be enforced in order to ensure the preservation of our water quality.
- Promote agricultural Best Management Practices (BMPs) that support water quality protection. Encourage farmers to adopt BMPs through a combination of outreach, education, and the provision funding for BMP retrofits and installations.
- Conduct community outreach efforts such as community clean up days and trash disposal education. These outreach efforts should focus on the importance of source water protection and cover topics such as home heating oil storage and secondary containment, proper disposal of contaminants, and land owner BMPs.

In addition to the above, the County’s 2001 Water Supply Plan provides a list of initiatives that can be implemented, where necessary, within the US-15 South Planning Area’s water supply district:

- Land purchase or easement acquisition
- Creation of regional watershed associations
- Very low-density zoning, including cluster and rural conservation zoning that requires large areas to be retained in a natural state
- On-lot septic maintenance, cleaning and replacement regulations
- On-lot water system well construction and abandonment requirements, and demonstration of adequate supply
- Promotion of Integrated Pest Management Practices on farms and in gardens
- Annual hazardous materials collection days

- Identification and careful monitoring of hazardous materials production, use, storage, transport, and disposal (see County’s GIS database)
- Up-to-date municipal Emergency Operations Plans
- Zoning protection for floodplains, wetlands, riparian corridors, steep slopes, and woodland areas, low maximum impervious surface standards and the promotion of pervious surfaces for development,
- Best management practices for storm water management, including the promotion of non-structural solutions and other techniques,
- Transfer of development rights programs,
- Non-regulatory approaches supporting the protection of groundwater include education, conservation, land acquisition, and easement acquisition, to name a few.

PROJECT LEADERSHIP

LEAD AGENCY – As the area’s subject matter expert and primary supplier of public water to the corridor, the West Branch Regional Authority (WBRA) is best suited to take on the role of lead agency for this project.

Other Partners – Montgomery Borough & Montgomery Borough Water Authority, Brady Township, Clinton Township, and Gregg Township, representatives from Northcentral Pennsylvania Conservancy (NPC), PA American Water, Lycoming County, Susquehanna River Basin Commission (SRBC), PennDOT, Master Well Owners Network, PA DEP and members of the North Central Source Water Protection Alliance (NCWSPA).

HOW PROJECT ADDRESSES THE ISSUE

This PDT will review and prioritize from the above list the set of initiatives deemed to offer the greatest leverage, effectiveness and efficiency. The selected group of actions will establish a framework for proactive water quality protection that addresses current and future risks for the contamination of surface water, ground water collection areas and well fields. Through a combination of non-regulatory and regulatory efforts this project will focus on comprehensive reduction of preventable point and non-point contamination through the use of Best Management Practices for land use planning, land development practices, and education.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	FORM A PROJECT DELIVERY TEAM (PDT).	2018	WBRA
2	SEEK FUNDING TO HELP OFFSET COSTS OF THE PROJECT.	2018 – 2027 (each Plan) will start at a different time based on funding availability.	WBRA
3	CONDUCT A SOURCE WATER ASSESSMENT TO DELINEATE THE	Within 60 days of	WBRA/Consultant

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	CONTRIBUTING LAND AREA OF THE WATER SOURCE AND INVENTORY EXISTING / POTENTIAL SOURCES OF CONTAMINATION WITHIN THAT AREA.	project start date	
4	CREATE A SOURCE WATER PROTECTION PLAN. INCLUDE IMPLEMENTABLE PROTECTION MEASURES FOR THE AUTHORITY AND ITS STAKEHOLDERS.	Within 120 days of project	WBRA
5	CREATE A NETWORK OF REAL-TIME, DATALOGGERS WITH THE LARGE MUNICIPAL WATER SYSTEMS IN THE COUNTY TO ALLOW THESE SYSTEMS TO MONITOR THE WATER IN REAL-TIME AND BE ALERTED TO POSSIBLE CHANGES AND PROBLEMS.	2020	Responsible party may vary depending on Project Team Member participation
6	EDUCATE PUBLIC ABOUT PREVENTION OF SOURCE WATER CONTAMINATION.	2018 – 2027; ongoing effort	WBRA (others? – has PA American indicated they do education for Allenwood area?)
5	INSTALL DATALOGGERS AT COOPERATING PUBLIC SCHOOLS USING GROUND WATER WELLS.	2027, dependent on school cooperation and funding	WBRA
6	PROVIDE RESIDENTIAL WATER WELL OWNERS WITH WATER QUALITY TESTING.	2018 – 2027; ongoing effort dependent on funding	WBRA
7	PROVIDE SEALED WELL CAPS FOR RESIDENTIAL WATER WELLS.	2018 – 2027; ongoing effort dependent on funding	Responsible party may vary depending on Project Team Member participation
8	PARTNER WITH UNITED STATES GEOLOGIC SERVICES TO RE-SAMPLE 74 PRIVATE WELLS IN THROUGHOUT LYCOMING COUNTY.	Periodically as funding allows	Responsible party may vary depending on Project Team Member participation
9	WORK WITH LYCOMING COUNTY RESOURCE MANAGEMENT, PA DEPARTMENT OF AG., PA DEP, AND OTHER PARTNERS TO HOLD HOUSEHOLD HAZARDOUS WASTE COLLECTIONS.	Periodically as funding allows	WBRA

FUNDING/FINANCING STRATEGY

- Water Resources Education Network (WREN) grants
- PennVEST: Grants and low cost financial assistance
- PA DEP: Growing Greener Watershed Protection
- DCNR
- US EPA
- First Community Foundation of Williamsport

Additional Projects, Programs and Initiatives for this Issue**1. PROVIDE SUPPORT TO IDENTIFY, TRACK, AND MITIGATE POTENTIAL SOURCES OF CONTAMINATION**

To develop a sound and successful source water protection plan it is essential to know the nature and potential locations of possible contamination threats.

2. DEVELOP A MODEL ORDINANCE TO ELIMINATE OR CURBS THE USE OF BURNER BARRELS AND DEVELOP A PROGRAM TO TRACKS/CLEANS UP ILLEGAL DUMP SITES

- Aside from localized air quality issues caused by the incomplete combustion of residential garbage burning at low temperatures, the residual ash often contains heavy metals which seep into the soil and groundwater aquifer or be spread via stormwater runoff into stream.
- Initiatives such as community clean up days and trash disposal education must be promoted to get residents interested and engaged.
- These regulations must be enforced in order to ensure a behavior change.

3. DEVELOP AND PROVIDE EDUCATIONAL MATERIAL REGARDING FOR HOME HEATING OIL STORAGE

Encourage secondary containment of home heating oil tanks.

Priority Issue #2



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

Back Story The majority of Pennsylvania counties are “fragmented” into a large number of small municipalities. In fact, there are 2,562 local governments in Pennsylvania—Lycoming County is comprised of 52 distinct municipalities. In Pennsylvania, many government rules, regulations and policies are left to the most local level of government to administer. Likewise, many services are provided separately by each municipality. In some cases, 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 officials. This enables the maximum degree of local citizen dialogue related to policy-making, service delivery, and taxation. In general, this form of government is viewed as being accessible, accountable and effective. However, while small governments provide accessibility and accountability, many examples exist around the Commonwealth 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 municipal government. However, there have been many creative solutions that PA municipalities have structured to meet 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, commissions 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 forces to work towards a common goal is the six multi-municipal comprehensive planning efforts in Lycoming County including the US15-S 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 define 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 15-S 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 Fire and Emergency Medical Service (EMS) due to a decrease in volunteer capacity, increase in call volume, intensive certification requirements, and the lack of sustainable financial resources.

Priority Issue Overview The Fire and EMS Agencies, that serve this Planning Area, as well as the four municipal governments themselves were increasingly concerned with their ability to provide adequate levels of emergency medical 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 medical service providers are also experiencing declining numbers of volunteers. In short, Fire and EMS Agencies are more challenged to provide 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

The following Key Strategic Actions were outlined in 2005 Route 15 South Comprehensive plan (specific page numbers indicated in parenthesis below) that support this project:

Montgomery Borough (Page 9-6):

- Work with municipal partners to identify opportunities to share facilities and services.

Clinton Township (Page 9-10):

- To seek out mutually beneficial partnerships and services sharing opportunities for fiscal reasons, and to perform a leadership role by encouraging multi-agency and multijurisdictional cooperation concerning matters that impact municipal services, property taxes, fire protection, emergency services, public

schools, public utilities, local government, or similar issues impacting resident taxpayers or the community as a whole.

Brady Township (Page 9-13):

- Work with municipal partners to identify opportunities to share facilities and services.

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 throughout Lycoming County, 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.ⁱ

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. Clinton, Brady and Gregg townships 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.”ⁱⁱ Montgomery Borough is governed by a code that states that the Borough will “...be responsible for ensuring 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.”ⁱⁱⁱ In addition, these two Townships and one Borough are also required by their respective Codes to consult with these emergency service providers to discuss the needs within their municipalities.

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 co-requisites including two on-line courses and a 2.5 hour Haz-Mat Awareness class. 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. The extensive training hours and costs required to be a volunteer fireman or EMS personnel are making it very difficult for new recruits to commit the time required 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 – most 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.

Capacity - Currently the following emergency medical service agencies provide services to these municipalities:

Clinton Township/Brady Township:

- Fire – Clinton Township VFC
- EMS – Clinton Twp VFC (BLS) Loyalsock VFC EMS or SREMS/UPMC based upon location of the call.

Montgomery Borough:

- Fire- Montgomery VFC
- EMS- Montgomery VFC (BLS) , SREMS/UPMC (ALS)

The firefighting capacity and capabilities of the local fire departments are critical to the future growth and development potential in Lycoming County and its municipalities. If adequate capacity is not sustained and able to increase due to limiting capabilities, funding and/or other reasons, businesses and industries seeking new or expanded locations will also be limited. Firefighting capacity and advanced safety training and equipment related to service of hazardous material operations is critical in this Planning Area which has a significant amount of undeveloped designated growth area. In particular, the US15-S Planning Area is already planning for expanded water, sewer and natural gas infrastructure to the US Route 15 corridor to allow for additional development opportunities. It is important that Fire and EMS services also be considered essential infrastructure during these planning and feasibility phases.

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 declined 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 15 S Planning Area, the number of 911 calls that resulted in emergency service providers being dispatched to this area have been reported to generally reflect 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

Cooperative Relationships In addition to the issues described above, strong communication between the volunteer fire departments and the municipal governing bodies is of utmost importance. Because Townships and Boroughs are required to ensure that adequate fire and EMS services are provided in the municipality and the volunteer fire departments are by and large the entities providing these services in Lycoming County, and particularly in this Planning Area, it is essential that there is an open and transparent relationship between these entities. Most importantly, both parties should have a mutual understanding and agreement upon things such as: annual budget, funding needs, service delivery parameters and requirements, operational management, and problems being encountered. If this is not already taking place, then a healthy working relationship that responds to these objectives needs to be cultivated.

Key Implications - If the four municipalities in the US15-S Planning Area and the Fire and EMS Agencies do not find ways to more effectively work together to provide 24/7 EMS services in their municipalities, the following five impacts are possible:

- Further increases to program administrative costs for municipalities
- Residents of these municipalities will not be provided the required and adequate level of EMS service needed
- The municipalities may not meet 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 US 15-S PAT identified some potential strategic approaches for addressing this issue including:

- Sharing of services or joint efforts for the provision of zoning, subdivision and land development, stormwater, building codes, police, fire, EMS, and other services
- Participating in the Countywide EMS Response Plan
- Expand utilization of West Branch COG

- Explore the possibility of implementing a Payment in Lieu of Taxes (PILOT) program – for emergency service users that don't contribute to due to tax exemptions (KOZ, County housing residents)
- Develop a strategy to increase volunteerism and encourage involvement for local service providers and local government in general

Top Viable Project of Regional Significance for this Issue**EXAMINE COST EFFECTIVENESS AND PERSONNEL EFFICIENCY OF FIRE AND EMS SERVICES IN THE US15-S PLANNING AREA AS A PREREQUISITE TO THE COUNTY EMS RESPONSE PLAN**

The four municipalities and their respective Fire and EMS agencies will work together to evaluate their abilities to provide an adequate and efficient level of EMS services to the residents of this Planning Area and meet the service requirements of the EMS Act. The agencies will examine and assess their individual and collective resources, services, capacity, management structures, training requirements, costs, and funding potentials in support of the proposed *Countywide EMS Response Plan*.

The Fire and EMS Agencies of the US15-S Planning Area will work with the municipal governments of Montgomery Borough, Clinton and Brady townships to identify specific shortcomings and needs within these municipalities. They will also help provide the necessary data and information to a third party consultant to support the development of the Countywide EMS Response Plan and assist with its implementation.

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 county's EMS Response and Staffing Task Force. It is recommended that the planning area municipalities and EMS agencies begin collecting this information prior to the hiring of the consultant.

Volunteer Fire Departments and EMS Providers located in or serving the PAT

- Service area
- Service calls (increase or decrease or missed) – trend over last 5 yrs?
- Response time
- What are there gaps of providing 24/7 service?

- # of paid staff and volunteers
- Average salary of employee
- Identify the changes from volunteer to paid programs (EMS)
- Average age of volunteer (Are the youth and/or younger residents volunteering?)

- Annual budget (expense and revenue)
- Level of financial commitment from local governments
- Funding received from County and for what purpose
- Who and how are operations managed?
- What reporting methods are used by each? Same, different?

- Costs for equipment / technology
- Training costs (trend over time)

- Training time commitment (trend over time)
- Facility costs

- Statutory requirements for training (provide statute/name and identify any changes that have occurred)
- Other training requirements?
- Training consortium in county provided for fire departments? If yes, what is the amount of subsidy to whom and how much?

- Are there any specific examples of problems related to provision of services?

It is expected that the countywide plan will provide a framework for how EMS Agencies will collectively manage, administer and provide services in these four municipalities, and the other parts of Lycoming County, if or when they are unable to provide 24/7 staffing coverage. 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 3-municipality area and the Lycoming County.

HOW PROJECT ADDRESSES THE ISSUE

Montgomery Borough, Clinton township and Brady 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 remain effective in the 21st century.

Responding to these concerns, the Lycoming County Department of Public Safety has begun working with the EMS Response and Staffing Task Force to address the requirements and challenges of providing sufficient service to these 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 Agency will assist in the provision required and critically important EMS services.

Once funding can be secured to develop the Countywide EMS Response Plan, a consultant will be hired. In advance of that, the local PAT members can begin the dialogue and collect the needed data and information. This will help ensure a coordinated and effective planning process.

PROJECT LEADERSHIP

Lead Agency – Montgomery Borough and the Montgomery Volunteer Fire Company; Clinton and Brady Townships and the Clinton Township Volunteer Fire Company

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

Other Partners – Fire Chief's Board and Hospitals.

STEPS FOR SUCCESS

In chart below, list the sequential actions needed to implement this project/initiative. The sequential actions should be short, substantive steps, and each should be no more than two sentences. The first step is always for the PAT to select a Project Delivery Team.

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	FORM PLANNING ADVISORY TEAM (PAT) STEERING COMMITTEE	JUNE 2017	FIRE RESPONDERS EMS UNITS MUNICIPAL OFFICIALS PCD & DPS STAFF
2	CONVENE STEERING COMMITTEE TO DEFINE THE SHORTCOMING AND NEEDS OF THE FIRE AND EMS SERVICE PROVIDERS IN PAT	JUNE 2017 – DECEMBER 2017	STEERING COMMITTEE PCD & DPS STAFF
3	DEFINE LIST OF DATA NEEDS AND BEGIN COLLECTION OF INFORMATION IDENTIFY FUNDING NEEDS AND POTENTIAL FUNDING SOURCES	JUNE 2017 – DECEMBER 2017	STEERING COMMITTEE
4	PARTICIPATE IN THE EMS RESPONSE PLAN FOR LYCOMING COUNTY	SEPTEMBER 2017 – AUGUST 2018	ALL
5	FORMULATE SOLUTIONS	JANUARY 2018 – JUNE 2018	STEERING COMMITTEE PCD & DPS STAFFS CONSULTANTS
6	BEGIN IMPLEMENTATION OF AGREED UPON SOLUTIONS	ON-GOING	LOCAL GOVERNMENTS STEERING COMMITTEE OTHERS – TBD
7	CONSIDER SEEKING ASSISTANCE FROM A TRAINED MEDIATOR TO HELP FORGE AN OPEN AND TRANSPARENT RELATIONSHIP BETWEEN MUNICIPALITIES AND FIRE COMPANIES	2017 - 2018	PAT MUNICIPALITIES

FUNDING/FINANCING STRATEGY

List of potential funding sources for this project or initiative.

Additional Projects, Programs and Initiatives for this Issue

- 1. EXPAND UTILIZATION OF WEST BRANCH COG**

- 2. CREATE OR DEVELOP AN EMS AUTHORITY OR UMBRELLA ORGANIZATION-WITH STAFF SUPPORT FOR SHARED SERVICES/FINANCE/PLANNING/BOOKKEEPING /AUDITING FOR LAW ENFORCEMENT, FIRE, AND EMS**
 - Paid position to act as a resource for multiple entities.
 - Define a model EMS delivery response system for county interface with municipal organizations.

- 3. CREATE A SUSTAINABLE FUNDING STREAM FOR FIRE AND AMBULANCE SERVICES. DETERMINE IF THERE ARE ADDITIONAL/ALTERNATIVE SOURCES OF REVENUE THAT HAVEN'T BEEN CONSIDERED YET**
 - Fire tax: could there be a fire tax at the County level or per capita tax? Not real estate tax b/c not all municipalities have real estate tax & certain property owners would be disproportionately impacted.
 - Payment in lieu of taxes (PILOT) – for emergency service users that don't contribute to due to tax exemptions (KOZ, County housing residents). Guidelines for this program be created at the County level to provide municipalities and service provider's guidance to local use a ratio of use – to – cost.

- 4. DEVELOP A STRATEGY TO INCREASE VOLUNTEERISM AND ENCOURAGE INVOLVEMENT FOR LOCAL SERVICE PROVIDERS AND LOCAL GOVERNMENT IN GENERAL**

Priority Issue #3



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

Back Story Of the 34,048 acres in the US 15 South Planning Area, approximately 45% of that land (or 15,400 Acres) is zoned for protection or preservation. The vast majority of this protection or preservation zone (78% to be exact) is held in public ownership with public access provided by the Department of Conservation and Natural Resources' Bureau of Forestry or by the State Game Commission. Additionally, over 16 miles of the West Branch Susquehanna River flows through this Planning Area.

Unfortunately, while recreational land is abundant, there is a relative lack of access infrastructure such, as parking and boat launches, to reach those sites. Another challenge to be addressed is the lack of good linking connections, such as trails. These connections allow residents and visitors to fully enjoy the Planning Area's public recreational assets and active outdoor recreation activities, such as:

- Hunting
- Fishing
- Boating
- Mountain biking
- Motorized trail use (where designated)
- Hiking and trail running.

Priority Issue Overview Efforts should be made to improve accessibility to the recreational resources of the US 15 South Planning Area including building new connections from populated areas to existing recreational assets (such as the Susquehanna River), creating new recreational facilities where need is expressed for building trail linkages, and maintaining or enhancing existing facilities.

This issue was addressed in numerous ways in the 2005 Route 15 South Comprehensive Plan. That plan recommended increasing bicycle and pedestrian facilities and connections. Furthermore, that plan mentioned that there are plentiful outdoor recreational opportunities throughout the area, and recommended that the Planning Area develop new recreational opportunities through the implementation of the Lycoming County Comprehensive Recreation, Parks, & Open Space/Greenway Plan. The 2005 Comprehensive Plan (specific page numbers indicated in parenthesis below) provided the following list of Key Strategic Actions:

Montgomery Borough (Page 9-6):

- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

Clinton Township (Page 9-11):

- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

Brady Township (Page 9-13):

- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.
- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

Gregg Township (Page 9-15):

- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.
- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.
- Improve Access to the Susquehanna River – visual access, boat access, fishing access, etc.

The main concepts documented in the 2005 comprehensive plan remain equally relevant today. Additional consideration should be made for non-motorized pedestrian modes of transportation for the segments of the population that may also utilize these facilities for more utilitarian purposes other than recreation.

As detailed in the Top Viable Project under Issue #7 of this chapter, PAT member communities should “establish a communication forum with Corridor’s Amish Community” as well as other pedestrians and non-motorized road users to determine where the greatest needs are for safety improvements in the Planning Area. To that end there is a need for Planning Areas and PennDOT within this Planning Area to account for pedestrians through design concepts (wider shoulders, visibility, etc.) and signage to warn motorists of pedestrian activity. While reviewing the progress of the 2005 Comprehensive Plan, the PAT members regarded this issue as an ongoing initiative that should be kept in mind when reviewing new developments or re-development proposals for the area.

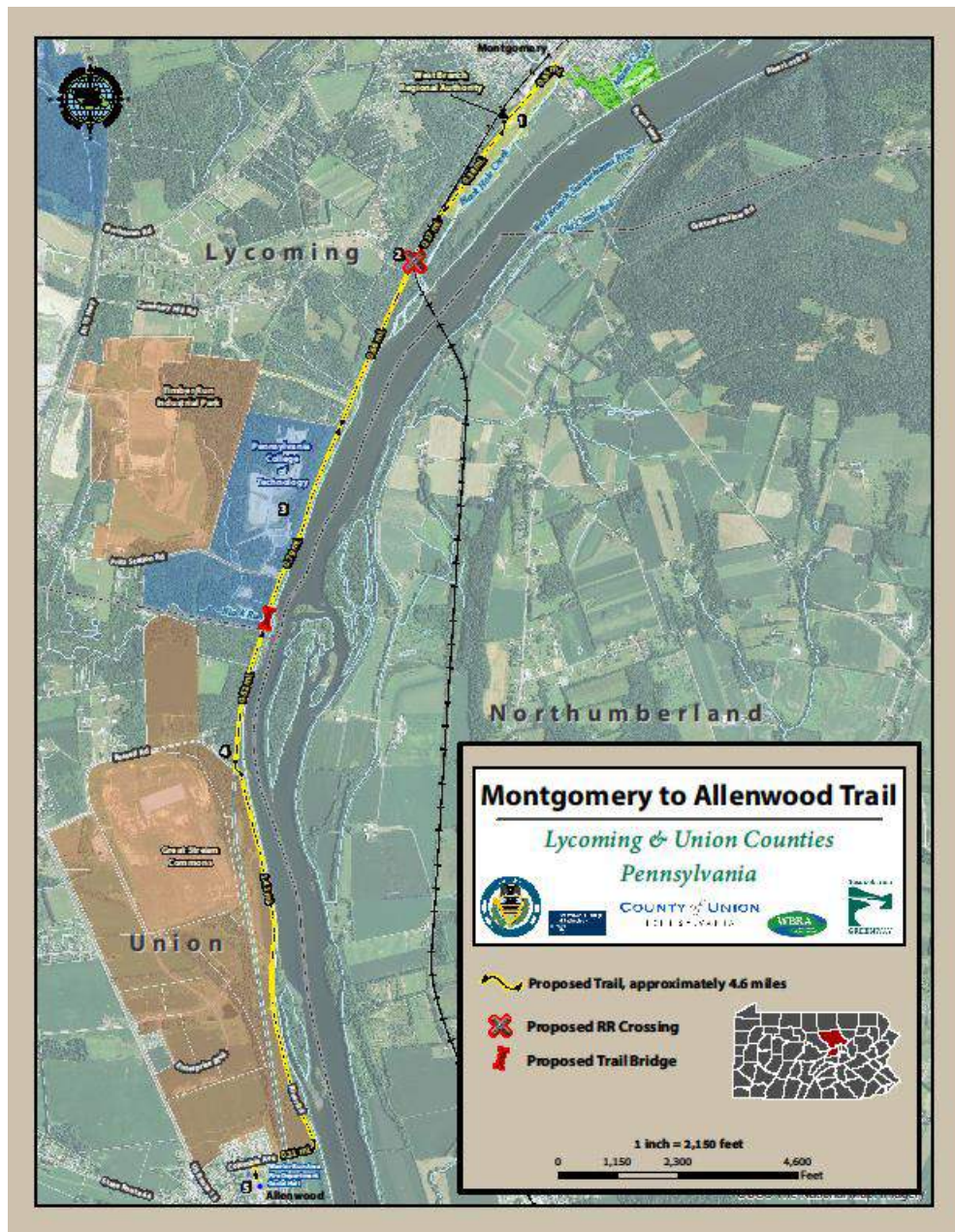
The US 15 South PAT members established as their top priority the completion of an ongoing project to create a section of aggregate surfaced trail on a former rail bed that connects Montgomery Borough to the Village of Allenwood. This section of Allenwood/Montgomery trail would be part of the planned Genesee-Susquehanna Greenway that will connect Lake Ontario in the north to the Chesapeake Bay in the south. The section of trail connecting Montgomery to Allenwood will be approximately 4.5 miles in length and will provide a walkable and bikeable connection between two communities.



The Allenwood/Montgomery trail project also provides a framework to connect new walkable and bikeable infrastructure. This will greatly enhance the recreational and active transportation options for the communities in this multi-municipal Planning Area.

Key Implications Failure to develop new facilities to access the many outdoor recreation opportunities in the communities of the US-15 South Multi-municipal Planning Area squanders a straight forward initiative to greatly enhance the attractiveness and livability of this area. Improved access to these regional assets would help to create economic, health and fitness, and quality of life benefits for residents and visitors, alike.

The nearby regional examples of the Buffalo Valley Rail Trail and the Pine Creek Rail Trail demonstrate how the expansion and interconnection of walkable and bikeable infrastructure greatly expands the recreational and transportation options for residents and visitors to the area.



The proposed Allenwood/Montgomery trail project also has larger regional significance since it will ultimately provide connection to a proposed multi-state trail system as well as providing new access to currently inaccessible but beautiful scenic extent of the Susquehanna River.

Top Viable Project of Regional Significance for this Issue**WORK WITH DEVELOPERS TO ENSURE ADEQUATE FACILITIES FOR PEDESTRIANS AND CYCLISTS IN NEW DEVELOPMENT PROJECTS, AS WELL AS IN RE-DEVELOPMENT PROJECTS**

The Following strategic actions have been identified to address this issue:

1. Create a PDT to pursue adequate facilities for the purpose of recreation and outdoor pursuits within this Planning Area including: walking, biking, hiking, hunting, and water/motor sports.
2. Complete the Allenwood/Montgomery trail. The PDT could work with local governments and developers in the US 15 South corridor to support the completion of the Allenwood/Montgomery trail and then provide advice and guidance on building walkable and bikeable connections to the trail from adjacent residential and commercial development to grow trail interconnections.
3. Develop a list of additional viable projects that would benefit the comprehensive interests of all residents in the US 15 South Planning Area. Of particular interest would be the enhancement or development of access points to the Susquehanna River for recreational purposes.
4. Determine a strategy for prioritizing projects. Consider available funding options, need, community impact, organized groups that can assist in implementation efforts, etc.
5. Seek funding to implement top priority projects.

Currently, the Allenwood/Montgomery trail project has a preliminary scope of work and cost estimate. A majority of the trail will be located within an existing abandoned rail bed already owned by Union and Lycoming Counties, so there will be a minimal need for property or right-of-way acquisition. There is one at-grade rail crossing, under the jurisdiction of Norfolk Southern's Harrisburg – Buffalo Mainline, which is currently being reviewed for design alternatives. Improvements needed to construct this trail will be minimal since most grading and clearing work was previously done when the former rail road was constructed.

Funding for the Allenwood/Montgomery trail project will consist of a combination of seed money from acquired by the Susquehanna Greenway Partnership which will be utilized for some initial design work, staff time, and a funding match for subsequent grant awards.

PROJECT LEADERSHIP

Lead Agency – Susquehanna Greenway Partnership

Other Partners – WBRA, Pennsylvania College of Technology, County of Lycoming, County of Union, Montgomery Borough, Clinton Township, Gregg Township

HOW PROJECT ADDRESSES THE ISSUE

This project will:

- Establish a framework for implementation of future projects throughout the US 15 South area.
- Establish an organized approach to improve, maintain, and expand the recreational assets of the Planning Area

- Help achieve a more competitive advantage for funding
- Provide more weight to future proposals by demonstrating the ability to bring a project to completion.
- Add value to the surrounding community and attract visitors from outside of the Planning Area.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	CREATE A PDT	BY THE END OF 2017	SUSQUEHANNA GREENWAY PARTNERSHIP
2	COMPLETE DESIGNS FOR NEW TRAIL FRAMEWORK	2018-2019	COORDINATION COMMITTEE
3	SECURE FUNDING	2018-2019	DUTIES AS ASSIGNED BY COMMITTEE
4	ACQUIRE LAND AND RIGHTS OF WAY NEEDED FOR TRAIL CONSTRUCTION	2017-2018	UNION & LYCOMING COUNTIES
5	OBTAIN PERMITS	2018-2019	UNION &/OR LYCOMING COUNTIES
6	EXPLORE EXPANSION OF TRAIL THROUGH THE BOROUGH OF MONTGOMERY	2018-2020	COORDINATION COMMITTEE
7	IDENTIFY LOCATIONS TO CONNECT EXISTING PEDESTRIAN INFRASTRUCTURE TO THE MONTGOMERY-ALLENWOOD TRAIL	2018-2020	COORDINATION COMMITTEE
8	COORDINATE WITH LOCAL PLANNING COMMISSIONS TO IDENTIFY NEW DEVELOPMENTS ADJACENT TO THE TRAIL SYSTEM FRAMEWORK THAT WOULD BENEFIT FROM CONNECTING TO THE TRAIL NETWORK.	2017 AND AFTER	COORDINATION COMMITTEE

FUNDING/FINANCING STRATEGY

- DCNR
- Rails to Trails Conservancy
- DCED Multimodal

Additional Projects, Programs and Initiatives for this Issue

1. US-15 SOUTH MUNICIPAL PARKS & REC ENHANCEMENTS

- a. Montgomery Borough Park Enhancement Project. This includes upgrades to the park pavilion and the carnival grounds.
- b. Catalogue and list needs of each park.
- c. Coordinate this project with the County Recreation Plan update.

2. EXPAND THE PURPOSES OF THE LYCOMING COUNTY RECREATIONAL AUTHORITY

Helps address recreational needs, oversight, and management of facilities beyond the Golf Course

3. IMPROVE TRAIL ACCESS / CONNECTIVITY

- a. Ridge Trail.
- b. Union County Trail Extension.
- c. Review and coordinate all trail efforts in order to maximize impact of each group's efforts.
- d. Work to expand snowmobile/ATV access on state forest/game lands – where reasonable.

4. IMPROVE ACCESS TO THE SUSQUEHANNA RIVER – VISUAL ACCESS, BOAT ACCESS, FISHING ACCESS, ETC.

Creating strategic multi-use public access points along the 16 mile stretch of river that meanders through the PAT will help enhance the recreation component of its community character.

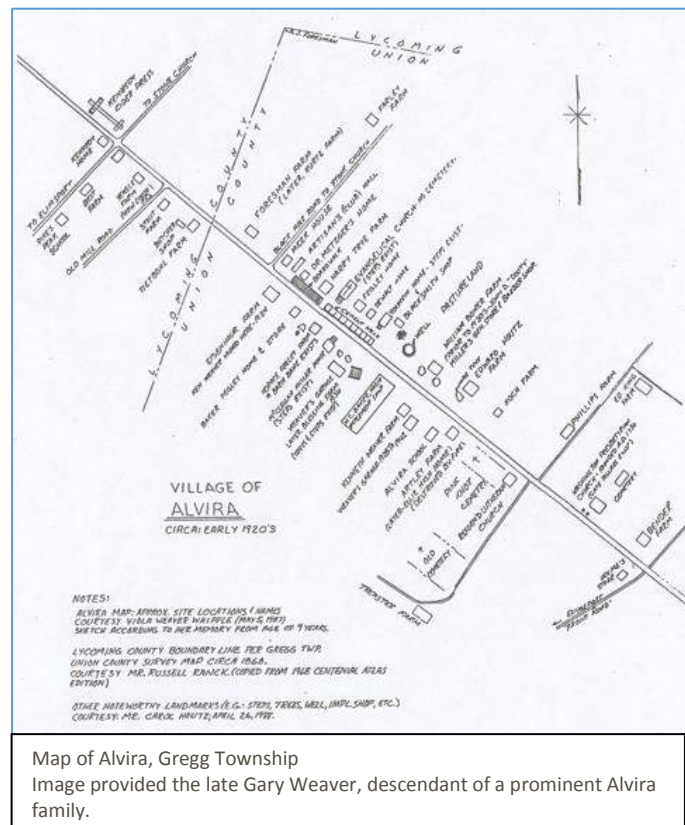
Priority Issue #4



Significant cultural and historical resources are not adequately documented, protected, and promoted.

Back Story Lycoming County has a rich cultural history. The US 15 South Planning Area has several historically significant structures and sites which should be protected in order to preserve our past for current and future generations. Although all four municipalities of the Planning Area have historic properties within their boundaries, only Montgomery Borough has a Historic District in the National Register of Historic Places. None of the municipalities in the Planning Area have an enacted historic preservation ordinance or demolition ordinance to help preserve these structures. In addition, these municipalities also lack official inventories of their historic sites and structures.

The US 15 South PAT hosts several such recognized historic locales. The century old village of Alvira, located in Gregg Township (Union County) just south of the Brady Township (Lycoming County) border, served as the hub of a network of rural settlements such as neighboring Deckertown and Somerset. The nearby Christ’s Lutheran church and cemetery are located in Brady Township, the site commonly known as the “Stone Church” is one of the last remaining artifacts of that tight-knit rural network of communities in the White Deer Valley. These communities and 8,600 acres of surrounding land were seized through eminent domain by the United States War Department in 1942, and used as the site of the Pennsylvania Ordnance Works. This



Stone Church, Brady Township
 Image by Stephen Huddy, PAT Member

was a major TNT production plant that supplied the United States forces with millions of tons of explosive powder during World War II. The federal government reluctantly held two community meetings in early 1942 at Stone Church to explain the planned acquisition of more than 165 tracts of ancestral farmland. The government’s promise during those meetings to return the land to its rightful owners following the war

was never kept.

The Stone Church today is commemorated as the site of extraordinary personal sacrifice on the part of Lycoming & Union Counties to aid their nation’s war effort. Today the U.S. Bureau of Prisons, which operates the Allenwood Federal Correctional Complex, and the Pennsylvania Game Commission own the land upon which these communities once existed. Alvira’s homes, church, school, barn foundations, and cemeteries are located on State Game Land 252, west of the prison complex.

Clinton Township is home to the Eagle Grange No. 1, which is the oldest Grange in Pennsylvania. The Grange was organized in 1871 by a group of rural farmers who had become concerned about the rising costs of farming in the post-Civil War economy. This local Grange actually predates the formation of the State Grange by 2 years. Its purposed was to utilize collective bargaining to help purchase and transport goods at more reasonable rates.



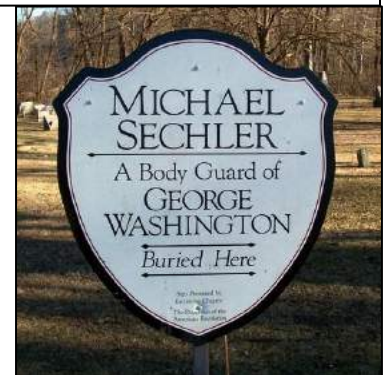
Above: Eagle Grange No. 1, Clinton Township

Source: www.hmdb.org

Below: Michael Sechler Grave Marker, Clinton Township

*to be replaced with staff photo

Currently the Grange is standing, but in need of an organization to make use of this regional historic asset. Clinton Township also has the honor of possessing the final resting place for Michael Sechler. Mr. Sechler was a body-guard for George Washington during the Revolutionary war and is buried in Clinton-Baptist Cemetery near the intersection of State Route 405 and Saegers Station Road just outside of the Borough of Montgomery. A three foot aluminum marker has be place near his grave marking his place in American history by the Daughters of the American Revolution.



Priority Issue Overview

The PAT has expressed interest in enhancing

these historic sites, and preserving access to structures such as the Stone Church to preserve the heritage of the area. Additional historic sites of varying types exist throughout the municipalities however there is a lack of formal identification or recognition of their importance or current conditions. Without formal identification and assessment, these structures are at risk of deferred maintenance, deterioration, or demolition. Identifying risks and preserving these structures and their settings is critical to the protection of the character of the county and the US 15 South Planning Area.

In 2015 Lycoming County undertook a survey of historic structures to identify significant properties in Jersey Shore, Muncy, and Montgomery Boroughs. The survey for Montgomery Borough had identified 13 significant historic buildings, nine of which are located outside of Montgomery’s designated Historic District. In an effort to share the survey results with the public Planning Department staff presented their findings with the US 15-S PAT and met with the Montgomery Historic Society as the keynote speaker for their quarterly meeting. Highlighting the tenuous nature of historic structures that aren’t protected by any regulatory measures, the Historic Society noted that one of properties had already been demolished since the survey was published.

The County last produced a Historical Preservation Plan in 1974. This plan still contains plenty of relevant information on historic preservation including an inventory of the historical buildings in the US 15-S Planning Area. This inventory has not been updated since that plan and does not represent a comprehensive list of historically and culturally significant sites. In addition, this issue was identified in the 2005 multi-municipal plan in Chapter 3 “Land Use and Resource Management Plan” (page 3-10). The specific issue is stated as follows: “Many of the Planning Area’s cultural and historical resources are not protected.” The issue has not been fully addressed since the 2005 multi-municipal plan and additional steps are needed to protect local heritage, preserve historic and cultural assets and promote cultural activities. The following Key Strategic Actions (specific page numbers indicated in parenthesis below) which were outlined in Chapter 9 “Implementation” directly apply to this initiative:

Montgomery Borough (Page 9-6):

- Make regulations conducive to reuse and rehabilitation of older structures.
- Evaluate existing regulations for the downtown to ensure that opportunities for retail establishments can be provided.
- Establish Neighborhood Preservation Programs to support property maintenance and beautification in target areas.

Clinton Township (Page 9-11):

- Identify farmland that should be permanently preserved for agricultural use.
 - Although the Eagle Grange is not “farmland” it is a significant feature of the agricultural heritage of the area that should be permanently preserved.

Gregg Township (Page 9-15):

- Establish a neighborhood preservation program to support property maintenance and beautification in target areas.
- Make regulations conducive to reuse and rehabilitation of older structures.

The US 15 South Planning Area Team identified strategic approaches for addressing this issue including:

1. Adopt or amend regulations that encourage reuse and rehabilitation of old structures
2. Enhance recognition of and access to historically and culturally significant assets where possible and appropriate
3. Support historic and cultural organizations in their existing preservation efforts and explore opportunities to expand their capacity and effectiveness

Key Implications If we do not protect our historic and cultural resources then we risk losing them. The loss of these resources may have cascading impacts for the area including diminishing character and heritage of the US 15-S Planning Area, decreased quality of life for residents, reduced recreational and educational opportunities, as well as potential ripple effects on local economies and land values. Our historic and cultural resources help bring a sense of place to our communities and give our communities character. Additionally, the

loss of historical and cultural resources could negatively impact the tax base through vacancies and reduced land values. Historic structures in good shape usually have higher property values because they are unique properties. These property values may also increase the value of neighboring properties. Identifying these properties now may also prevent future controversies if people want to demolish them in the future as well.

Top Viable Project of Regional Significance for this Issue

INVENTORY HISTORIC AND CULTURAL ASSETS LOCATED WITHIN THE US 15-S PLANNING AREA AND INCORPORATE INTO THE COUNTY'S HERITAGE PLAN

The municipalities in the US 15 South Planning Area are rich with historic assets and resources however many of these are not currently part of any official inventory or preservation plan. This project will create partnerships and implement tools that will facilitate the preservation of historically and culturally significant assets in the Planning Area and throughout Lycoming County. Through a partnership of local planning commissions, County Planning Departments, and historical and cultural organizations this project will explore opportunities for increased preservation through a variety of potential methods including:

- Updating the County Planning Department's inventory of cultural and historical assets of Lycoming County
- Delineating historic districts, increasing public education and awareness
- Improving access to historic assets
- And developing incentives / ordinance revisions to promote the adaptive reuse of historic structures

PROJECT LEADERSHIP

Lead Agency – Efforts should be led by a coalition of Lycoming County historical societies, associations, and other cultural organizations with support from local planning departments and PCD. Historical and cultural organizations are best suited to lead this project because they are most familiar with the cultural heritage in our county and how to best determine sites and structures in need of protection. The PAT has determined that Montgomery Area Historical Society would be best suited to represent the US 15 South Planning Area in this endeavor.

Other Partners – PCD Staff will provide assistance in forming a coalition. This is a countywide issue of importance therefore County staff will assist as necessary.

How Project Addresses the Issue

The expertise of historical societies and agencies makes them best suited for determining which structures or sites are culturally or historically significant as well as how best to protect them. Non-regulatory tools should be considered first as these are least intrusive. Non-regulatory tools such as updated inventories, site assessments, outreach to private owners, and public education can help raise awareness resulting in voluntary preservation. In addition, opportunities to encourage and assist private owners with improvements to protect historic assets may be considered such as tax incentives, façade improvement programs, and technical assistance.

Historic preservation and demolition ordinances may also be considered as these are the most direct means for municipalities to protect their historical and cultural resources. These ordinances would allow municipal governments to regulate the demolition or alteration of any structures or sites which the municipality has identified as historically or culturally significant.

Steps for Success

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	ESTABLISH A PLANNING AREA LEVEL PDT TO WORK WITH THE LARGER COUNTYWIDE COMMITTEE	EARLY 2018	LOCAL ZONING AND PLANNING OFFICIALS MONTGOMERY AREA HISTORICAL SOCIETY VOLUNTEERS LOCAL OFFICIALS
2	CREATE A COUNTY-WIDE HISTORICAL ADVISORY COMMITTEE WHICH WILL LEAD PRESERVATIONS EFFORTS. THE COMMITTEE WILL BE RESPONSIBLE FOR IDENTIFYING PRESERVATION NEEDS AND BEST MANAGEMENT PRACTICES REGARDING HISTORIC AND CULTURAL PRESERVATION.	EARLY 2018	LOCAL ZONING AND PLANNING OFFICIALS - LEAD HISTORICAL SOCIETIES HISTORICAL AGENCIES MUSEUMS VOLUNTEERS LOCAL OFFICIALS PCD STAFF MEMBER
3	CONDUCT AN UPDATED INVENTORY AND MAP OF HISTORICALLY AND CULTURALLY SIGNIFICANT PROPERTIES. INVENTORY SHOULD INCLUDE OWNERSHIP STATUS AND THE IDENTIFICATION OF SITE CONDITIONS AND POTENTIAL VULNERABILITIES.	MID 2018	HISTORICAL SOCIETIES AND AGENCIES PCD STAFF MEMBER
4	IDENTIFY NON-REGULATORY TOOLS FOR PRESERVATION AND ASSESS VIABILITY FOR IMPLEMENTATION. DISCUSS OPTIONS WITH LOCAL OFFICIALS TO DETERMINE APPROPRIATE METHODS. OPTIONS FOR CONSIDERATION SHOULD INCLUDE OUTREACH TO PRIVATE OWNERS, PUBLIC EDUCATION AND	MID - LATE 2018	HISTORICAL SOCIETIES AND AGENCIES LOCAL OFFICIALS PCD STAFF MEMBER

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	PROMOTION OF HISTORIC SITES, TAX INCENTIVES, FAÇADE IMPROVEMENT PROGRAMS, AS WELL AS TECHNICAL ASSISTANCE.		
5	REVIEW LOCAL ORDINANCES AND IDENTIFY OPPORTUNITIES FOR IMPROVED PROTECTION. DISCUSS VIABILITY OF REGULATORY TOOLS FOR PRESERVATION WITH EACH MUNICIPALITY.	MID 2018	LOCAL ZONING AND PLANNING OFFICIALS – LEAD PCD STAFF MEMBER HISTORICAL SOCIETIES AND AGENCIES
6	PREPARE MODEL PRESERVATION ORDINANCES FOR USE AND ADOPTION BY MUNICIPALITIES. EXAMINE POSSIBILITIES FOR PERFORMANCE BONUSES FOR HISTORIC PRESERVATION	LATE 2018	HISTORICAL ADVISORY COMMITTEE
7	DELINEATE HISTORIC DISTRICTS THROUGH THE ADOPTION OF ZONING AMENDMENT WHERE APPROPRIATE AND DESIRED BY LOCAL GOVERNMENT	LATE 2018	HISTORICAL ADVISORY COMMITTEE
8	ADOPT STANDARDS FOR ADAPTIVE REUSE WHERE APPROPRIATE AND DESIRED BY LOCAL GOVERNMENT	LATE 2018	HISTORICAL ADVISORY COMMITTEE
9	EDUCATION	ON-GOING	HISTORICAL SOCIETIES AND AGENCIES

FUNDING/FINANCING STRATEGY

Pennsylvania Historical & Museum Commission (Keystone Historic Preservation Project Grants)

Henry A. Jordan, M.D. Preservation Excellence Fund

Additional potential funding sources may be listed on the www.preservationpa.org website.

Additional Projects, Programs and Initiatives for this Issue

1. MAINTAIN AND UTILIZE THE EAGLE GRANGE BUILDING IN CLINTON TOWNSHIP

This was the site of the first Grange in PA.

- Find an adaptive, new, or additional uses for the site (i.e. 4-H clubs).

- Raise funds to keep the building viable and in good repair.

2. MAINTAIN STONE CHURCH AND GRAVEYARD ON FEDERAL PRISON LAND

Keep access available to the public for ceremonies and masses.

3. ENHANCE THE MICHAEL SECHLER GRAVE SITE IN CLINTON TOWNSHIP. SERVED AS A BODYGUARD TO GENERAL GEORGE WASHINGTON

Enhance the Michael Sechler grave site in Clinton Township. Served as a bodyguard to General George Washington

Priority Issue #5



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

Back Story Although the US 15 South Corridor has been designated as a growth area with excellent north-south transportation routes, the development of vacant parcels and retention of businesses has been problematic. One of the primary issues contributing to the corridor’s lack of economic growth is the absence of public water and sanitary sewer infrastructure, namely in Clinton Township.

Absent public sanitary sewer infrastructure, residents and business in this growth corridor must rely upon on-lot septic systems. The problem is that soils in this growth area are not well suited to support these on-lot sewage systems. Compounding the issue is the fact that the geology that contributes to failing septic systems eventually creates ground water contamination. In fact, there are currently numerous private on-lot sewer systems that are known to be malfunctioning as a result of poor soil composition.

Moreover, there is a historical issue associated with the location of most wastewater treatment plants in regulatory floodplains. The recurring flood damage to the expensive infrastructure and harm to the environment during high water events is unavoidable. The flooding caused by Tropical Storm Lee in September 2011 is a vivid reminder of this issue:



Montgomery's former Wastewater Treatment Plant damaged by tropical Storm Lee flooding in Sept 2011.



The most significant accomplishment that has transpired in this Planning Area since the 2005 plan was adopted was the formation of the WBRA. The Authority was formed in July of 2010 by Clinton Township, Montgomery Borough, Muncy Borough, and Muncy Creek Township to address sanitary sewer issues and significant capital improvement costs arising from the PA DEP Chesapeake Bay Tributaries Strategy. The WBRA consolidated the sanitary sewer infrastructure previously owned by Clinton Township, Montgomery Water and Sewer Authority,

and the Muncy Borough Municipal Authority, in addition to a portion of the infrastructure operated by the Muncy Creek Township Sewer Authority.



WBRA Dedication & Ribbon Cutting in October 2015

Montgomery Borough and the urbanized sections of Clinton Township are already served by the WBRA system. Gregg Township is served by the Gregg Township Municipal Authority for sewage treatment and PA American Water for water supply. Brady Township owns a small plant that services local residential developments. A summary of major providers is presented in the following table:

<u>Provider</u>	<i>WBRA</i>	<i>Montgomery Water & Sewer Authority</i>	<i>Gregg Township Municipal Authority</i>	<i>PA American Water Company</i>	<i>Brady Township Package Plant</i>
<i>Sanitary Sewer</i>	<i>Yes</i>	<i>No</i>	<i>Yes</i>	<i>No</i>	<i>Yes</i>
<i>Water</i>	<i>TBD</i>	<i>Yes</i>	<i>No</i>	<i>Yes</i>	<i>No</i>

The WBRA has begun providing contract-operation services for the drinking water systems owned by the Montgomery Water and Sewer Authority and the Muncy Borough Municipal Authority in January of 2013 and provides assistance with management and planning for the water infrastructure. In addition, in 2017 WBRA assuming operation and maintenance responsibilities for the Brady Township Package Plant on a contract basis. In 2015 the WBRA began offering services to local municipalities for stormwater infrastructure location, cleaning, and televising in 2015. Currently the WBRA hosts the GIS mapping and data for the Muncy Borough stormwater system. This organization has now taken the lead in planning the extension of needed infrastructure into the Route 15 South growth area while expanding their service area to homeowners with failing on lot systems.



Brady Township's Small Treatment Plant

Priority Issue Overview To address the deficiencies discussed above and to encourage new development and manage wastewater in a healthy manner, there is a pressing need for expanded public water and sanitary sewer service through this corridor.

To address this issue, WBRA has initiated the design and installation of public water and sewer infrastructure for the US-15 South corridor in a phased plan. The total projected cost for extending service to the growth area is estimated to be \$6 million. The challenge with securing funding is the relative size of the rate base. Although there is a demonstrated need for the expansion of these utilities, the current population density and WBRA customer base do not generate sufficient revenue to fund this expansion. Therefore the WBRA is currently seeking grant funding to help subsidize the cost of the project. While this project pertains primarily to Clinton Township, it has a far-reaching impact on all municipalities within the US 15 South Planning Area.

This infrastructure issue is a long-standing need. It was previously identified in the 2005 US 15 South Comprehensive Plan. Specifically, the 2005 Plan identified a lack of public water and sewer infrastructure and resulting constraints on the development potential of the corridor. The 2016 Comp Plan expands the issue to also include concerns that the suboptimal soil composition throughout the corridor are contributing to failing on-lot septic systems, which result in ground water contamination. In addition to health concerns, failing septic systems also contribute to significant expenses for existing businesses. Failed on-lot systems require businesses to invest in and use a more expensive, holding tank system.

The fact is that this issue is over two decades old. The provision of sanitary sewer service to the Route 15 Corridor has also been referenced in the Act 537 Official Sewage Facilities Plan for Clinton Township for more than 20 years. Unfortunately, the low population density, lack of funding opportunities, and limited institutional capacity have prevented the completion of previous plans.

As outlined in 2005 Route 15 South Comprehensive plan, the following Key Strategic Actions (specific page numbers indicated in parenthesis below) remain even more relevant today:

Clinton Township (Page 9-10 & 11):

- Use a comprehensive approach to infrastructure improvements to serve expansions in planned growth areas. This should include a mutual agreement with Montgomery Borough for the provision of public water and sewage treatment.
- Develop a wellhead protection program to protect Montgomery Borough's water supply.

Rather than one-time projects, the key strategic actions listed above should be considered guiding principles that are to be followed and reviewed periodically to ensure that wise decisions are made as the corridor begins to grow and develop.

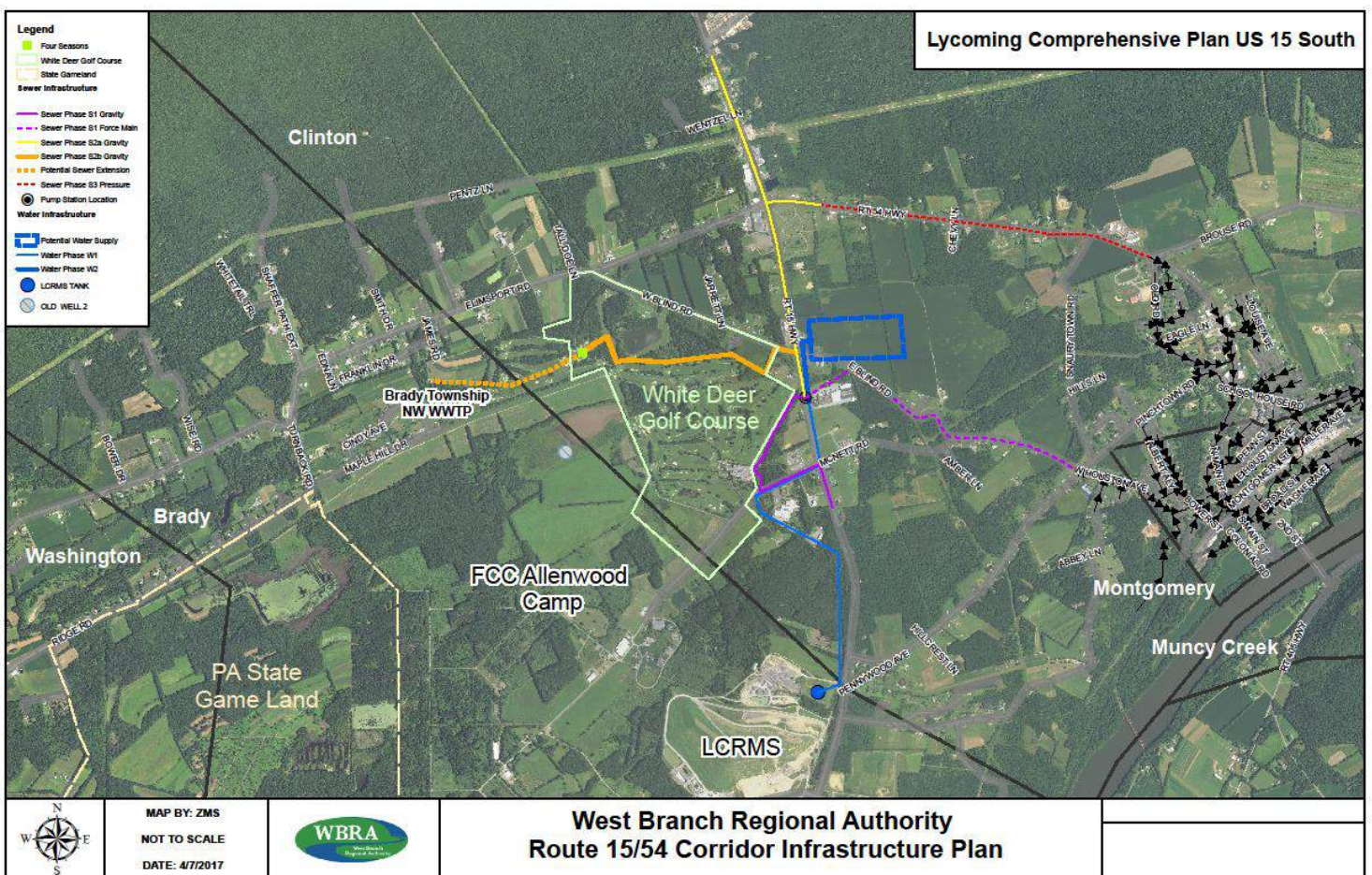
US 15 South PAT members recognize the importance of supplying this growth area with desperately needed public water and sewer infrastructure. In order for this to happen the WBRA will need to seek additional funding to offset the cost of their service expansion. The WBRA is reviewing a number of potential funding sources with Lycoming County PCF.

Key Implications

If funding cannot be secured to implement the needed water and sewer expansion, there are numerous negative implications for the corridor. Existing on lot systems will likely continue to fail along Route 54 and US 15 South. Since 2005, commercial developments at the intersection of US 15 and SR 54 have been forced to utilize holding tanks in lieu of on-lot systems due to soil the constraints described above. These holding tank systems are a costly disposal option that significantly restrains development.

Recent testing of private wells by WBRA identified coliform contamination which is a key indicator of failing on lot sewage systems. Without sewer improvements the Planning Area risks further ground water contamination. In addition, failure to implement new water and sewer infrastructure will cause new developments to be forced to use holding tanks, which are expensive and will significantly limit the growth potential of the corridor.

As older on lot systems begin to degrade and fail there is a risk of losing established businesses that may determine that it is no longer economically viable to operate in an area that lacks public water a sewer. To further emphasize the importance of this issue, land owners in the corridor have reported that major national developers have inquired about locating within the corridor - only to find the lack of public infrastructure as a major barrier to development.



A larger version of this map can be found in Appendix D

Top Viable Project of Regional Significance for this Issue

PHASE II & III SEWER AND WATER EXTENSIONS (ONGOING WBRA PROJECT)

This project involves the implementation steps necessary to enable the WBRA to extend public sewer to, and along, US 15 and to extend public water along the US 15 Corridor. This project will include completion of a variety of pre-development activities necessary to ensure successful implementation including stakeholder communications, execution of service agreements, purchase of easements, as well as permitting and design.

This project will also include development of a funding strategy that will focus on identifying and prioritizing county, state, and federal funding opportunities and the preparation of applications and supporting documentation. Potential funding sources will be evaluated and prioritized based on a number of factors including eligibility parameters, match requirements, history of funding awards, application deadlines, drawdown period/requirement, and competitive qualities. This strategy will also include an appropriate communication strategy to support any application for funding assistance.

PROJECT LEADERSHIP

Lead Agency – WBRA

Other Partners – Williamsport/Lycoming Chamber of Commerce, Lycoming County PCD & RMS, SEDA-COG, Clinton Township, Brady Township, Montgomery Borough

HOW PROJECT ADDRESSES THE ISSUE

This project directly addresses the issue of insufficient water and sewer infrastructure along Route 54 and US 15 and the resulting water quality concerns and development limitations. If successfully implemented, this project would lead to the extension of new water and sewer service which would address health and environmental concerns of failing septic systems while also supporting new development and economic growth.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Service Agreements with potential major users	2017	WBRA
2	Inter-municipal agreement for the source water supply (MWSA and MBMA)	2017	WBRA
3	Easement agreement with PCT for the water main routing	2017	WBRA, PCT
4	Funding agreement modification with Lycoming County (existing agreement)	2017	WBRA, Lycoming County

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	only covers sewer)		
5	Funding identification and prioritization	2017 - 2020	WBRA
6	Complete funding applications and communications	2017 - 2020	WBRA
7	Match funding dedication from WBRA	2017 - 2020	WBRA
8	Engineering/Design/Survey	2017	WBRA
9	PA DEP Permitting	2017	WBRA
10	PENNDOT Permitting	2017	WBRA
11	PHMC clearances	2017 - 2018	WBRA

FUNDING/FINANCING STRATEGY

- PENNVEST
- USDA/RD
- CDBG
- PA RACP
- US EDA
- Local funding from the County of Lycoming

Additional Projects, Programs and Initiatives for this Issue

1. **RESIDENTIAL PROPERTIES ALONG CEMETERY AND PINCHTOWN ROAD THAT BORDER CLINTON/BRADY MUNICIPAL BOUNDARIES NEED WATER (SUPPLIED WBRA) & SANITARY SEWER (SUPPLIED BY GREGG TWP.)**
2. **COMMERCIAL/INDUSTRIAL PROPERTIES AT THE TIMBER RUN INDUSTRIAL PARK ARE CURRENTLY NOT SERVICED BY PUBLIC WATER AND SEWER. WHEN THE SITE IS READY FOR DEVELOPMENT – COORDINATION WILL HAVE TO BE MADE FOR THE EXTENSION OF WATER SERVICE FROM WBRA AND THE EXTENSION OF SEWER SERVICE FROM THE GREG TOWNSHIP MUNICIPAL AUTHORITY.**
3. **CONSIDER THE CONSOLIDATION OF BRADY TOWNSHIP’S NORTHWEST SEWAGE TREATMENT SYSTEM INTO THE WBRA SEWAGE TREATMENT SYSTEM. CURRENTLY WBRA OPERATES BRADY TOWNSHIP’S SYSTEM FOR THEM ON A CONTRACT BASIS.**
4. **CONSIDER ESTABLISHED WATER SUPPLIES FOR REDUNDANCIES (EMERGENCY BACKUP SYSTEMS) AND INTERCONNECTIONS**

- SCI Muncy's water supply
 - Federal Prison/Allenwood wells may soon come under Lycoming County Ownership
- 5. EXTEND A FORCE MAIN SEWAGE COLLECTION ALONG DEVITT CAMP ROAD TO SUPPORT WHITE DEER RUN TREATMENT CENTER FOR A PLANNED FACILITY EXPANSION**
- 6. ALLENWOOD STORMWATER ISSUE**

Priority Issue #6



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 The US 15 South Corridor possesses a strong agricultural heritage and an abundance of scenic and rural character. This Planning Area includes large spans of forested mountains and uplands that provide scenic settings and contribute to local character and quality of life. Bald Eagle, White Deer and South White Deer Mountains separates the more rural portions of the Planning Area from the urbanized development pattern of the City of Williamsport and its many businesses – while the US-15 and SR-405 corridors offer ideal locations for commercial and industrial development.



As a result, the US 15 South corridor provides the Planning Area with important access to a variety of goods and services. The US 15 South planning area is fortunate to have one of Lycoming County’s last remaining underdeveloped gateway corridors, which includes a combination of:

- Cultivated / open space land
- Sporadic commercial development
- Two KOZ industrial parks (Great Steams Common and the future Timber Run Industrial Park)
- Government owned installations such as the Lycoming County Landfill, Allenwood Federal Prison, and White Deer Golf Course

A significant limiting factor to commercial/industrial growth in the corridor is the lack of public sanitary sewer, water, and natural gas infrastructure. As detailed in Priority Issue #5, there are efforts currently underway by WBRA and Lycoming County to seek funding to extend these services into US 15 corridor and surrounding area. These infrastructure investments are needed to support new



development in the corridor. With infrastructure fully developed, the entire Planning Area can reap significant positive economic benefits. This is particularly important given that this Planning Area is host for two Keystone Opportunity Zone (KOZ) sites that have yet to be fully developed.



However it is anticipated that this infrastructure will take time to be extended, thus delaying the expected new development. Conversely, this temporary delay in development offers an opportunity for the US 15 South Planning Area communities to more thoughtfully consider how the attributes they value can be balanced with future developments in ways that:

- Reduce the potential negative impacts of growth area buildout
- Encourage desirable development and economic growth along US 15 South
- Avoid undesirable or uncoordinated development that may impact the quality of life/local character

PAT members from across Lycoming County and Union County's Gregg Township have touted quality of life as first and foremost among the reasons citizens choose to live here. Moreover, preserving this quality of life for future generations is deemed to be the responsibility of each resident, business, community leader, landowner, policy maker and policy enforcer.

Priority Issue Overview Since this Planning Area is likely to experience an increase in development especially along the US 15 South corridor in the coming years, it is important to plan for suitable types, locations, and densities of development in this area. Careful planning will allow these municipalities to capitalize on economic potential while also preserving quality of life and local character of the surrounding communities. To avoid inducing traffic hazards, US 15 South PAT members seek to limit access points through shared drives along US 15 for new development to the maximum extent possible or reasonable. PAT members also want to take steps to limit the visual and noise impact on nearby or neighboring residential properties.

With the extension of public water and sewer lines along US 15 by WBRA, and the potential for the extension of natural gas distribution lines beyond Great Streams Commons, the corridor is likely to experience an increase in new development. The provision of these utilities will enable municipalities to allow for:

- denser residential developments
- smaller required lot sizes
- a broader range of uses through modifications in their zoning ordinances

In anticipation of these utility extensions, a development strategy is needed for the US 15 South Planning Area in order to establish a vision for future land use and development, leverage the economic potential of new infrastructure investments, and preserve local character and quality of life. This strategy should include the following elements:

- a review of each municipality's economic development potential
- examination of local regulations
- inventory of available/planned infrastructure
- discussion about end-user density of public utilities
- existing uses of the land
- recreational assets
- community's desired long range vision to prevent detrimental impacts, such as traffic safety hazards, regulatory road blocks due to inefficient zoning requirements, or undesirable changes to the community's character.

This project addresses most, if not all, of the issues and strategies outlined in the 2005 US 15 South Comprehensive Plan. This 2016 Comprehensive Plan builds upon that earlier document and recommends a more comprehensive approach. The 2016 Plan recommends a full economic analysis to verify the development potential of the corridor so that the Planning Area can more effectively encourage appropriate growth. The specific recommendations (specific page numbers indicated in parenthesis below) from the 2005 Plan being brought forward include:

Montgomery Borough (Page 9-6):

- Make regulations conducive to reuse and rehabilitation of older structures.
- Evaluate existing regulations for the downtown to ensure that opportunities for retail establishments can be provided.

Clinton Township (Page 9-10 & 11):

- Identify growth areas for development of larger residential subdivisions where infrastructure is available.
- Revise zoning to guide development to desired growth areas.
- Develop zoning ordinances that are compatible with land use patterns and densities that define the local character of US 15 South communities.
- Use a comprehensive approach to infrastructure improvements to serve expansions in planned growth areas.
- Include a mutual agreement with Montgomery Borough for public water and sewage treatment.
- Identify farmland that should be permanently preserved for agricultural use.

Brady Township (Page 9-13):

- Revise zoning to guide development to desired growth areas.
- Develop zoning ordinances that are compatible with land use patterns and densities that define the local character of US 15 South communities.
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.

- Use public infrastructure improvements and extensions as tools to guide development.
- Identify farmland that should be permanently preserved for agricultural use.

Gregg Township (Page 9-15):

- Revise zoning to guide development to desired growth areas.
- Land use controls should include specific requirements for providing infrastructure to support planned growth areas.
- Use public infrastructure improvements and extensions as tools to guide development.
- Identify farmland that should be permanently preserved for agricultural use.
- Make regulations conducive to reuse and rehabilitation of older structures.
- Develop streetscape and traffic calming plans for the Village of Allenwood.

Key Implications Without a coordinated strategy for identifying the economic potential for this corridor and planning for future development, the US 15 South municipalities risk limiting the economic potential of this important corridor. Yet, without proper planning there is a serious risk of permitting or encouraging random and uncoordinated development which may lead to multiple issues, including:

- traffic hazards and congestion
- unintended development in locations that are less than ideal
- land use ordinances that do not promote the highest and best use of the land available for development
- loss of community character
- limited ability to successfully for grant funds to improve site suitability for desired development.

These implications could also cause other unintended consequences such as not effectively showcasing Montgomery Borough as a destination for new investment though gateway planning, lack of coordination of municipal investment, and the continued lack of marketability to private developers.

Top Viable Project of Regional Significance for this Issue**DEVELOP A US-15 GATEWAY CORRIDOR MASTERPLAN**

The questions to be answered or actions to be initiated during the the US 15 South Planning Area Team’s master planning process include the following issues:

1. Determine how the completion of the Central Susquehanna Valley Throughway will impact local traffic patterns, circulation and travel through the Route 15 South corridor.
2. Develop an inventory of community assets including: developable land, businesses, infrastructure, recreation assets, other desirable components to be maintained or enhanced.
3. Complete a market analysis and corridor plan to examine the economic potential of the area and create a “road map” to successful future development of the corridor.
4. Implement desirable recommendations from the corridor plan to maximize the economic development potential for the planning area.

The master planning process for the US 15 South Corridor, itself, will follow a three-step approach.

STEP 1: FEASIBILITY STUDY

The PDT will document the current status of the Corridor and identify development potential as well as any physical, political, and/or business constraints in order to determine the most appropriate recommendations for future growth along the corridor. This study will assess a variety of existing conditions include land use patterns, economic trends, market potential, infrastructure systems, as well as cultural, historical, and environmental assets. The findings of this study will help to enhance the understanding of current conditions and key trends in the planning area in order to identify desirable practices and locations for new development.

STEP 2: VISIONING

The primary goal of visioning is to build consensus and establish a clear vision for the future of the Corridor. What do the communities want to see this area look like in five or more years from now? The answer will emerge during this process and will allow the elected officials to hear what residents and other stakeholders believe are the most important features to be preserved as well as top priorities for new development. This process will identify the community’s most important values and to ensure future development aligns with these values. This process builds upon the findings of the feasibility assessment and includes a tailored approach for community visioning, customized based on the preferences and makeup of each community.

Some specific questions that will assist in developing the vision include, but are not limited to:

1. What does the community hope to achieve through redevelopment or new development of land along the US 15 corridor?
2. What is the highest and best use for the lands immediately adjacent to US 15?
 - a. What are complementary and compatible uses to consider?
 - b. Are there publicly owned lands that are desirable for private sector developed if liquidated?

3. What are the corridor's key assets?
 - a. How can the planning area's existing assets, such as the County's golf course, be positioned as catalysts for new desirable development?
4. What are the corridor's weaknesses or threats?
 - a. How can strategic development help to address these weaknesses?
 - i. For example, increased development in Great Streams Commons may dramatically increase heavy truck traffic through the Village of Allenwood, Gregg Township, necessitating the already apparent need for traffic calming and noise abatement.
5. What development practices most closely align with community values and character?
 - a. What development practices or patterns should be encouraged and which need to be avoided to protect quality of life?
6. What businesses would most likely benefit from existing facilities or developments within the corridor?
 - a. For example, it may be beneficial for a recycling manufacture to locate within the planning area. Given the proximity to recycled materials (particularly glass and plastic # 3-7) that could be purchased from Lycoming County Resource Management Services landfill facility and other nearby suppliers the cost of transportation for purchased materials can be reduced dramatically.
7. What are potential future development scenarios and which ones would have the most benefits?
 - a. What would a full build out scenario look like for the Corridor?
 - b. What could be the tax benefit(s) of a full build out scenario??
 - c. What tax exempt or government owned land can be put back on the market to increase municipal revenue?

STEP 3: IMPLEMENTATION STRATEGY

As with any planning project, a detailed implementation strategy is essential for ensuring the success of the proposed plan. The implementation strategy will be rooted by attainable and realistic goals and strategies which will provide the basis for the long term success of the plan. In addition, the implementation strategy will include the prioritization of each goal such that high priority goals can be the focal point of immediate implementation. Through this task we will define an action plan and determine the what, how, when, by whom, and at what cost can the vision be implemented and what public-private partnership opportunities exist within the process. The primary tasks include:

- Identify the critical paths / obstacles to proposed redevelopment scenarios? (e.g., level of owner interest, infrastructure, regulatory-environmental issues, etc.)
- Create a development timeline and/or phased development plan
- Identify necessary public investments to support private development
- Identify appropriate amendments to local codes and ordinances that may be necessary to achieve the plan's vision
- Identify potential public-private partnerships to support implementation of desired development
- Identify potential incentives to encourage desirable development practices
- Identify public and private funding sources

- Develop local “know how” for completing development – negotiate “win-win” situations

The implementation plan is perhaps the most important component of any plan because it identifies the specific actions necessary to transform a recommendation into reality. Initiatives will be prioritized using tailored criteria such as the following:

Relative Importance: Is the action necessary to address a critical situation?

- Feasibility: What is the likelihood of success?
- Expected Outcome: Will the project have a major impact on the community?
- Financing: Has funding been secured for the project? Has a funding strategy been developed?
- Consensus: To what extent does the community favor the project?

PROJECT LEADERSHIP

Lead Agency –Lycoming County PCD-- coordinator.

Other Partners – Montgomery Borough, Brady Township, Clinton Township, and Gregg Township, Williamsport/Lycoming Chamber of Commerce, West Branch Water and Sewer Authority, UGI

How Project Addresses the Issue

This project will develop a coordinated strategy for future land use and development along the corridor. This strategy will leverage planned infrastructure improvements while also ensuring that resulting development reflects community values and character. This project involves a careful and rigorous review of the residential and commercial potential for this corridor and how it can meet the needs of the local/regional markets. This directly addresses the priority issue described above. This project will strengthen the planning area’s economy and employment prospects by evaluating infrastructure investments, implementation of innovative land use remedies, and robust stakeholder participation.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Seek Funding for Planning Effort	2017-2018	Lycoming County PCD
1	Select a Project Delivery Team (PDT)	Late 2017	Montgomery Borough, Brady Township, Clinton Township, and Gregg Township, Williamsport/Lycoming Chamber of Commerce, West Branch Water and Sewer Authority
2	Determine the relevant impacts of CSVT	2018	PDT with Consultant

	will have on the corridor		assistance
3	Using the information collected above, conduct an economic analysis to determine the highest and best uses for the area.	2018-2019	PDT
4	Implement suggested projects that have been compiled as a result of the economic study.	2019-2020	PDT

FUNDING/FINANCING STRATEGY

List of potential funding sources for this project or initiative.

Additional Projects, Programs and Initiatives for this Issue

1. CAPITALIZE ON OUTDOOR RECREATION ASSETS FOR ECONOMIC DEVELOPMENT OPPORTUNITIES

This is also known as “Asset-based development.” This includes recognizing and promoting local parks, lands, facilities, and regionally significant initiatives such as the PA Wilds and Lumber Heritage Region.

2. TWO DETERMINE THE CHANGING WORKFORCE NEEDS OF EXISTING/POTENTIAL AREA EMPLOYERS

Communicate employer’s needs to educational institutions that are best suited go train that workforce and stimulate those institutions to expand or amend their course offerings to meet these new or expanding roles. Offer incentives to existing workforce to further develop their skill sets and become more marketable.

3. DEVELOP MARKETING STRATEGY TO SHOWCASE ASSETS OF THE PAT COMMUNITIES

4. SUPPORT BEAUTIFICATION AND SIGNAGE EFFORTS WHICH PROMOTE COMMUNITY CHARACTER, HISTORY, AND SERVE AS A GATWAY TO MONTGOMERY BOROUGH. ADDITIONAL INFORMATION REGARDING THIS PROJECT CAN BE FOUND IN APPENDIX C.

Priority Issue #7



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

Back Story During the PATs discussion on the US 15 South Multi-modal transportation systems, a consensus was reached that an improved forum is needed for reaching out to the Amish community on various topics. The primary concern identified during this discussion was road safety issues that arise between motorized vehicles and Amish buggies along with the need to better communicate with the Amish community to identify and implement safety improvements. A recent vehicle collision with a horse drawn buggy in nearby Washington Township has illuminated this concern. Additional safety issues were also discussed including pedestrian and bicycle safety concerns and the need for road widening and/or pedestrian and bicycle lanes – where realistic solutions exist. Of particular concern are circumstances in which school aged Amish children travel to school along local roadways, which lack the enhanced pedestrian facilities of a traditional urban setting. Opportunities for road design measures to address some of these concerns were discussed such as wider road shoulders that may make corridors with high traffic volumes safer for all users. For more information about the Amish population in Lycoming County please reference Appendix C.

The level of pedestrian infrastructure varies greatly throughout the Planning Area. In the Borough of Montgomery, some adjacent contiguous areas of Clinton Township and in the Village of Allenwood (Gregg Township) there are sidewalks and other infrastructure in place to accommodate pedestrians. While there are abundant opportunities to improve safety by marking crosswalks and slowing traffic, walkability in the greater Montgomery Borough area is quite good.

Outside of these areas, however, the majority of development has occurred along the major state highway corridors (US-15, SR 405, SR 54, SR 44). In consideration of the fact that nationwide data (Fatality Analysis Reporting System, National Highway Traffic Safety Administration, 2015) shows that the overwhelming majority of fatal crashes involving motor vehicles and pedestrians occur along roads and not intersections – more attention should be given to reviewing the level of pedestrian facilities along our roadways in the more rural parts of the Planning Area. The state highway corridors within the US-15 South multi-municipal planning area have few intersections which limit opportunities to installing safe crossing points. These roads have minimal traffic control devices and typically have a posted speed limit of 55 miles per hour, which dramatically increases the likelihood of a pedestrian fatality if hit by a motor vehicle at speed. According to the AAA report “Impact Speed and a Pedestrian’s Risk of Severe Injury or Death” (2011), with a vehicle speed of 58 miles per hour, a pedestrian struck has a 90% chance of dying.

Chapter 31 of the Pennsylvania Vehicle Code (Title 75 of the consolidated statutes of the Commonwealth of Pennsylvania), grants animal-drawn vehicles the same rights and subjects them to the same duties as operators of other vehicles that are entitled to roadway access. Likewise, Chapter 35 of the Pennsylvania Vehicle Code

considers bicycles vehicles that are entitled to roadway access. Additionally, the same chapter allows for pedestrians to use roadways for travel if no sidewalk or walkable shoulder is present. Strategies are needed to balance the need to accommodate all roadway users with the significant safety concerns arising from the mixture of high speed motor vehicle traffic and vulnerable people walking, on bicycles, or in animal-drawn vehicles.

Priority Issue Overview This priority issue has two related focuses. First, the planning team recognizes that there is a need to take the safety of non-motorized road users into account, where feasible, when renovating the area's road system. The planning team also recognizes that a large portion of those non-motorized road users are members of the Amish community. The 2005 US 15 South Comprehensive Plan does not provide much information about the planning area's Amish population, it does provide suggestions for improving the safety of non-motorized road users. The plan also outlined a number of Key Strategic Actions which are sited below (specific page numbers indicated in parenthesis below):

Chapter 3, Land Use and Resource Management Plan: Strategic Action Strategy #8c (Page 3-28):

- Develop multi-modal transportation connections between residential neighborhoods and recreational areas. Bicycle and pedestrian facilities are important components of any community for non-drivers, both young and old. Where off-road connections between can be made, they should be requested, if neighborhoods and common destinations not required, of developers. Retrofitting trails into existing development is also possible, particularly when the entire community is in support of increasing transportation alternatives and conservation. Proposed trails in Great Stream Commons should be connected to a broader trail network, as trail planning occurs.

Chapter 4, Transportation Plan - Common Objectives (Page 4-5):

- Continue to identify and submit roadway improvements to PENNDOT with priority given to projects with multi-modal components.
- Establish State Bicycle route along Route 405.

Montgomery Borough (Page 9-6):

- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

Clinton Township Page (9-9):

- To promote the maintenance of an adequate and safe transportation network through the implementation of land use regulation and vehicular access control standards designed to protect the functional integrity of the public street system and promote safe access.

Brady Township (Page 9-13):

- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

Gregg Township (9-15):

- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects. 10. Develop streetscape and traffic calming plans for the Village of Allenwood.

The Planning Team recognizes that motorized transport is the primary mode of transportation and therefore a priority for investment and maintenance. Yet when we plan for maintenance on our roadways, we must also consider how to effectively advocate for the needs of pedestrians, cyclists, and horse-drawn buggies as part of our governmental decision making processes for infrastructure investments. In order to improve this planning process and road user safety, the PAT should seek to answer the following questions:

- How can local governments more effectively account for non-motorized road user needs when designing roads and bridges?
- How can we identify conflict areas on our roadways where safety improvements need to be made?
- How can local governments improve the dissemination of information to the Amish community?
- What are the effective feedback loops to provide and receive information from non-motorized road users?

By answering these questions, local decision makers can better understand this group of non-motorized road users and how to account for their specific needs while making decisions that might impact their needs and identify effective solutions that are equitable to all constituents within the Planning Area regardless of their preferred mode of transportation.

The PAT has identified the following strategic actions to address this issue:

1. Conduct outreach to the Amish Community – Begin conversations related to current issues, opportunities for improvements, and outline communication protocols. Understand the community, rules of conduct, and leadership structure.
 - a. Set up initial meeting with the Bishop of the settlement within our Planning Area to discuss how to establish a better line of communication.
 - b. Discuss information gaps and expand understanding of the needs of the Amish community.
 - c. Answer questions from the Amish community and provide additional information on the planning process and future transportation planning/improvements. Discuss specific opportunities for improved safety on roadways
2. Implement transportation improvements and educational opportunities to improve safety of non-motorized road users and reduce at conflict points.
 - a. Addressing safety issues relating to Vehicle-buggy and Vehicle-Pedestrian conflicts are important to this region. As the Amish community and the number of non-motorized road users continue to grow in the area, educating both motorized vehicle operators and pedestrians on how to navigate the roadways safely while implementing proactive transportation safety

improvements will be beneficial for the entire Planning Area. The following are commonly accepted methods for road safety improvements road sections that are determined to be unsafe :

- i. Provide wider shoulders,
- ii. Install signage warning of pedestrian and horse & buggy activity in areas of poor visibility or grade change,
- iii. Utilize reflective vests on pedestrians or decals & blinkers on buggies when/where acceptable,
- iv. Offer and provide copies of PennDOT's publication on "Horse & Buggy Drivers Manual" for circulation if requested by the Amish community,
- v. Offer and provide materials produced by FHWA, PennDOT, and the League of American Bicyclists to cyclists and pedestrians.

Key Implications If steps aren't taken to better incorporate the non-motorized road users into major decisions and community projects, the Planning Area may suffer from additional unfortunate traffic incidents that may have been preventable. In addition, without enhanced communication efforts between various cultural groups, the Planning Area may experience misunderstandings due to cultural differences. These issues can be avoided by implementing an improved process of communication which will include soliciting information and opinions from the leadership structure in the Amish community.

Top Viable Project of Regional Significance for this Issue

ESTABLISH COMMUNICATION FORUM WITH THE AMISH COMMUNITY TO DISCUSS TRANSPORTATION CONCERNS.

This project will establish an improved communication framework between local government and the Amish community. This process will include outreach to current leaders within the Amish community to discuss appropriate protocols such as permissible or desirable options, locations and frequency of communication. This project will also include building a deeper understanding of the Amish community including organizational structure, values and traditions, concerns of the community, and opportunities for improvement. Initial outreach will be made to the church leaders of the Amish community to begin establishing improved communication methods. This process will lead to the creation of a series of communication methods that are acceptable by both the Amish community and the local governments. Once established, this communication process will be used to improve local decision making, respect cultural differences, and identify transportation safety improvements among other community projects.

Once communication protocols have been agreed upon, the following key questions will be explored collaboratively between the Amish community and local government:

1. What are the main transportation routes?
 - a. Are there obvious safety hazards that need to be reviewed?
 - b. What safety precautions have already been implemented?
 - i. Vests, reflectors, lights, signage, etc.
2. What is the most effective way to disseminate information among the Amish?
 - a. What type of information would be most useful?
 - i. Municipal contact information,
 - ii. Meeting dates & times,
3. Opportunities for volunteerism
 - a. The Amish community already has an active role as first responders for the Clinton Township Volunteer Fire Company.
 - b. Are there boards that need volunteers or input from the Amish community?
4. Expand conversation to include other municipal functions such as land use (zoning and land development/subdivision) and how to coordinate with the appropriate regulatory parties.
 - a. Provide pamphlets containing contact information for permitting officials and examples of what kinds of projects require permits.

How Project Addresses the Issue - Developing a successful and consistent means of communication with the Amish community will serve to better understand issues that they may be facing while also allowing for their

input on Planning Area issues. There are nation and statewide steering committees run by Amish communities to address issues on larger scales, scaling this process down to a localized level would allow for frequent dialogue to be exchanged to aide both parties. This project is one part of a larger goal of ensuring a safer multi-modal transportation network which takes pedestrians and non-motorized road users into account when undertaking roadway construction and maintenance projects.

PROJECT LEADERSHIP

Lead Agency – Appointed officials from PAT

Other Partners – Montgomery Borough, Brady Township, Clinton Township, Gregg Township, MPO Representatives from both Union and Lycoming County and PennDOT. Although they are not part of the PAT, Washington Township should also be brought in on the project because they are seeing an increase presence of the Amish population as well.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	GATHER A PDT TO DISCUSS, IN MORE DETAIL, WHAT TOPICS NEED ADDRESSED WITH AMISH COMMUNITY AND WHO WILL INITIATE OUTREACH.	2017	LYCOMING & UNION COUNTIES AS WELL AS PLANNING AREA MUNICIPAL REPRESENTATIVES
2	COMMITTEE’S POC SHOULD REACH OUT TO THE SETTLEMENTS BISHOP OR CHURCH LEADERSHIP TO DISCUSS EFFORT. THE POC SHOULD ALSO REQUEST THAT A MEMBER OF THE AMISH COMMUNITY BE APPOINTED TO THE PAT IN ORDER TO ESTABLISH AN ONGOING FEEDBACK LOOP.	2017-2018	POC
3	ONCE PARAMETERS ARE SET INITIATE ORGANIZED MEETING. DISCUSS PRIORITY ISSUES, PLANNING TRANSPORTATION PROJECTS, AND IDENTIFY OPPORTUNITIES FOR IMPROVEMENT.	2018	PDT
4	CONFIRM ACCURACY OF OUTCOME WITH CHURCH LEADERSHIP.	2018	POC
5	CONDUCT FEASIBILITY ASSESSMENT OF POTENTIAL TRANSPORTATION IMPROVEMENTS. PRIORITIZE PROJECTS.	2018 AND AS NEEDED THEREAFTER	PDT

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
6	CONTACT PENNDOT DISTRICT 3 TO SEE IF ANY PLANNED OR UPCOMING PROJECTS ARE ON STATE ROADS WITHIN PLANNING AREA. IF SO, REQUEST A PENNDOT CONNECTS MEETING WITH PENNDOT DISTRICT 3 AND COUNTY TRANSPORTATION PLANNING STAFF TO EVALUATE INCLUSION OF ADDITIONAL ROAD FEATURES	2018	LYCOMING & UNION COUNTY MPOS IN COORDINATION WITH PDT
87	IDENTIFY POTENTIAL FUNDING SOURCES	2018-2019	LYCOMING & UNION COUNTY MPOS IN COORDINATION WITH PDT
8	INCLUDE TRANSPORTATION PROJECTS ON THE TIP	2019	LYCOMING & UNION COUNTY MPOS IN COORDINATION WITH PDT
9	BEGIN TO IMPLEMENT THE VERIFIED CHANGES.	2019	LYCOMING & UNION COUNTY MPOS IN COORDINATION WITH PDT

FUNDING/FINANCING STRATEGY

List of potential funding sources for this project or initiative.

Additional Projects, Programs and Initiatives for this Issue

1. EVALUATE IMPACTS OF CSVT TRAFFIC PATTERNS ON POTENTIAL GROWTH OPPORTUNITIES

Please refer to Priority Issue #6 for additional information on this topic.

2. DEVELOP POLICY TO ENSURE ALL STREET RECONSTRUCTION PROJECTS ARE EVALUATED UNDER THE ‘COMPLETE STREETS’ GUIDELINES PRIOR TO DESIGN AND DEVELOPMENT

Complete Streets are for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

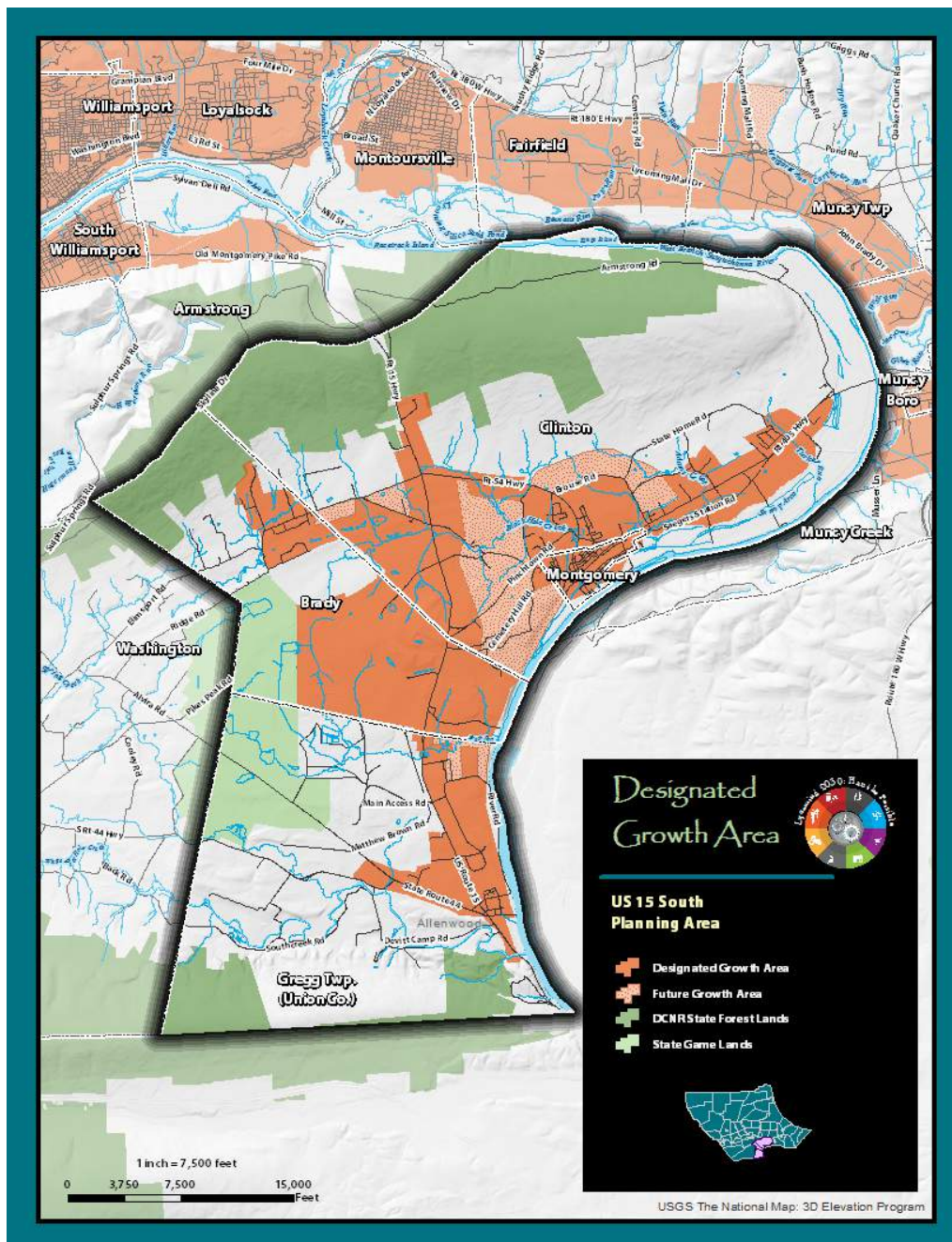
3. IMPLEMENT TIMBER RUN ACCESS ROAD TO PROPOSED COUNTY INDUSTRIAL PARK

4. SUPPORT THE BALD EAGLE MOUNTAIN RIDGE TRAIL PROJECT INITIATIVE WHICH IS AN INTERSTATE BIKE TRAIL THAT WILL PASS THROUGH THE ROUTE 15 SOUTH PAT IN CLINTON TOWNSHIP BY WAY OF ARMSTRONG ROAD.

- 5. PROVIDE FOR BETTER SIGNAGE FOR POTENTIAL HAZARDS AS WELL AS ATTRACTIONS SUCH AS TRAFFIC HAZARDS, FREQUENTLY FLOODED ROADS, GATEWAY SIGNAGE FOR MONTGOMERY BOROUGH, RECREATION ACCESS POINTS, HISTORIC SITES, AND OTHER IMPORTANT DESTINATIONS.**

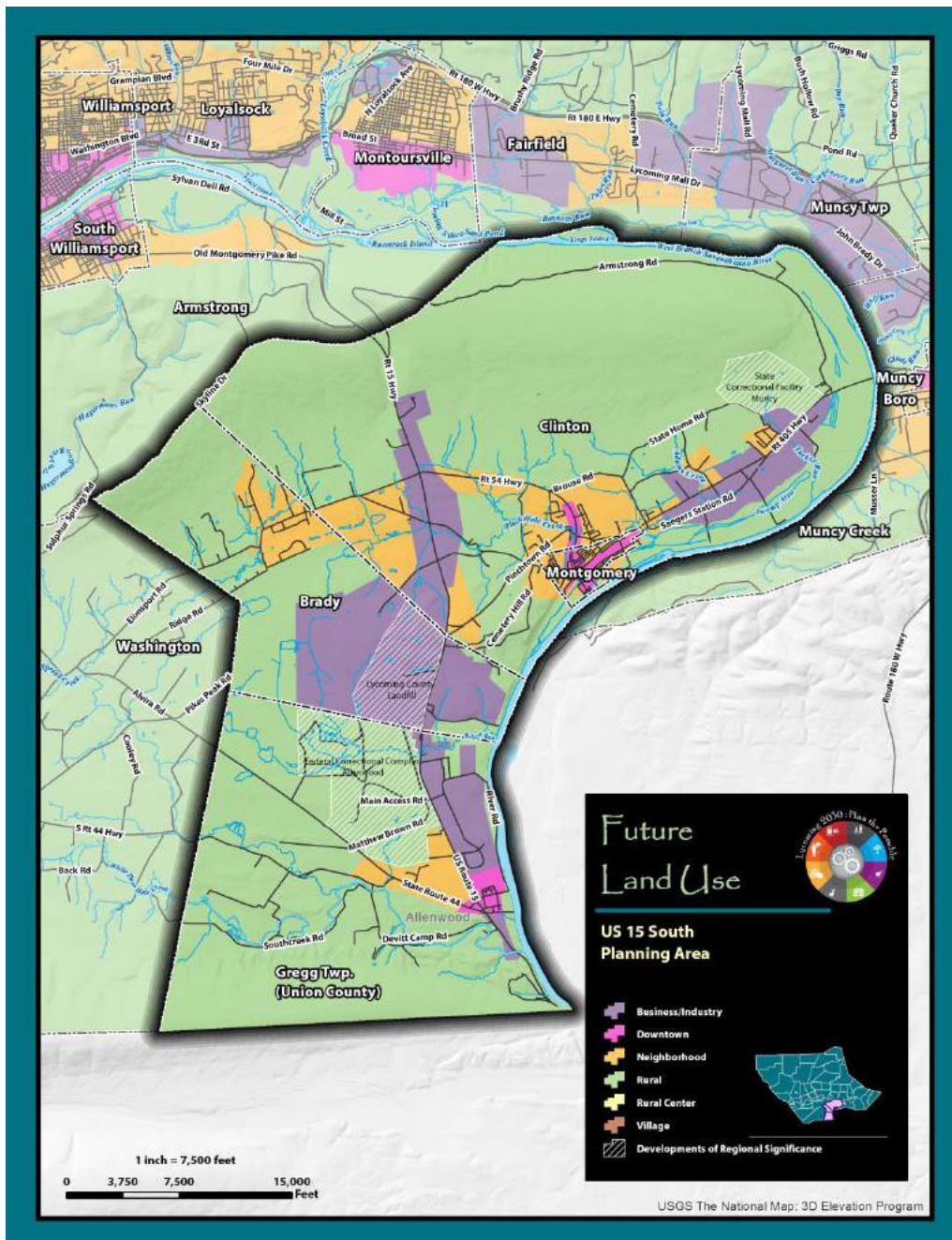
Chapter 3: Growth Area and Future Land Use Maps

Current/Future Growth Area Map



Notable Change: The designated growth area was extended into the northern portion of Brady Township to encompass residential areas serviced by the Township’s sewage treatment plan. Future growth area has also been added along Elimsport Road West of its intersection with US 15.

Future Land Use Map



The designation of “Neighborhood” has also been added along Elimsport Road West of its intersection with US 15. In addition, “Developments of Regional Significance” have also been highlighted within the PAT.

ⁱ Insert the proper cite for Act 37

ⁱⁱ The Township Second Class Township Code, Act of May 1, 1933 (P.L. 103, No. 69), as enacted and amended

ⁱⁱⁱ The Borough Code, Act of February 1, 1966 (1965 P.L. 1656, No. 581), as enacted and amended

Appendix A

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 2005 Multi-municipal Comprehensive Plan for the US-15 South 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, 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-15 Spitj PAT met for six meetings between September 2015 and April 2017. Meeting notes can be found in the next section of the Appendices.

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

Appendix B

Planning Advisory Team Meeting Summaries and Reports

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
October 29, 2015—Meeting #1
6 – 8:30pm, Clinton Township Firehall



Attendees:

Kim Wheeler, AICP, PCD
Tom Krajewski, PCD
Michael Sherman, LCPC
Brett Taylor, LCPC
Mike Goetz, Brady Township
Richard Barto, Clinton Township
David Eakin, Clinton Township
Edward Ferguson, Clinton Township
Charles Frey, Clinton Township
Ed Shrimp, Clinton Township
Todd Winder, Clinton Fire Company

Doug Hovey, Gregg Township
Ken Kipp, Gregg Township
Gloria Munsell, Gregg Township
Tom Snoddy, Gregg Township
Tom Snyder, Gregg Township
Tom Hamm, Washington Township
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Robert Harding, Muncy Prison
Eric Moore, WBRA

Agenda Item #1 – Welcome and Introductions

John Lavelle, the County Planning Department PAT lead, was out sick. Kim Wheeler facilitated the meeting and began the discussion. She 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.

One binder was provided for each municipality with the 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?

Kim reviewed the PowerPoint slides regarding the intent and scope of a county comprehensive plan. She explained that the Comprehensive Plan is a general policy guide for the physical, social and economic development of the Lycoming County community. It is a vision for the County and a long-range policy to make that vision a reality. Kim also explained the differences between planning and regulation and cited examples of both. Furthermore, Kim explained that a Comprehensive Plan evaluates existing land use, transportation systems, housing, community facilities and services, natural and cultural resources, water supply needs, and opportunities for intergovernmental cooperation.

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

Kim reviewed the PowerPoint slides regarding the roles, responsibilities, and operating procedures of the PAT as provided in the packet. Kim also emphasized that the role of the PAT members is to convey the concerns of the local residents and other constituents as they are aware.

Agenda Item #4 – Draft Comprehensive Plan Timeline

Kim explained the expected timeline for the comprehensive plan update process as provided in the packet. The next opportunity for full public engagement is June of 2016 when there will be an opportunity for County residents to weigh in on some of the project ideas coming out of the PAT process. The process is expected to conclude in Summer 2017.

Agenda Item #5 – Overview of 2006 Plan

Kim provided a short summary of the major themes and conclusions from the 2006 Plan for this PAT. The following items were noted as part of the overview:

- **Identified Corridor as Economically Diverse**
 - Commercial Hub = Montgomery Borough
 - Mix of Agricultural and Industrial development in the rest of the corridor
 - Proximity to Rail and Interstate Routes are ideal for wholesale / distribution facilities
 - Institutional Employers round out the economy (Penn College & Lycoming County Landfill)
- **Need to set the table for new / growing employers**
 - Expansion of sewer & water infrastructure needed
 - Designation of KOZ land was also noted as important to attracting new businesses
 - Encourage infill through the brownfields program
- **Land Use and Resource Management issues of greatest concern**
- **Need for improved / diverse housing stock**
- **Transportation concerns**
 - Few transportation alternatives in the region
 - Lacking good access management
 - Traffic safety on Rte 15 corridor

Agenda Item #6 – Highlight of Accomplishments Since 2006

Kim provided a short list of accomplishments that have taken place in this PAT area since the 2006 Plan was adopted. The following were noted as part of the presentation.

- Creation of the WBRA
- KOZ Designations (all ending in 2020):
 - Haliburton (700 Employees), Timber Run Industrial Park, River Valley Commerce Park
- Old Mill Corridor Brownfield Redevelopment Project
- Transportation Safety Improvements
 - Rt. 15 Northern portion of Clinton Twp
- Panda Patriot Natural Gas Power Plant
- STEP Homes in Need Program
- Landfill Initiatives to improve impact on community & extend the facility's functional life: odor, wind screen fencing, methane recovery, single-stream

In addition, members of the PAT added the following comments:

- Rail service to Great Stream Commons
- RR Bridge over White Deer Creek (PennDOT)
- Great Stream Commons received KOZ status
- Great Stream Commons has redirected their marketing approach in hopes of being more attractive to businesses and industry. In January of 2012, the zoning district designation of an

additional 50+/- acres was changed to commercial and manufacturing, effectively expanding the park.

- The economic/industrial development is now its own department in Union County that reports directly to the County commissioners.
- Brady township sewage treatment plants are now independent

Agenda Item #7 – SWOT Analysis and Prioritization

The PCD staff team (Kim and tom) 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, members were given the opportunity to prioritize the answers by using colored 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

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.

Kim 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. John Lavelle will follow up with reminders to all members.

PAT members agreed that the same day of the month in January would work for the next meeting.

The next meeting of the US-15 South PAT is Thursday, January 28th at 6pm at the Clinton Firehall.

Kim adjourned the meeting at 8:40pm.

SWOT Analysis Notes

Lycoming County 2016 Comprehensive Plan Update
 US-15 South PAT, Staff Lead: John Lavelle; facilitated by
 Kim Wheeler and Tom Krajewski
 Monday, October 29, 2015 6:00 PM – 8:30 PM
 Clinton Township Fire Hall PA Route 54



Strengths: 35 votes total

- 6 – Industrial Parks
 - With available infrastructure
- 6 – Infrastructure (water/sewer available); plenty of capacity
- 5 – Productive agricultural land
- 5 – Scenic Beauty
- 3 – Quality infrastructure
- 2 – Developable land
- 2 – Non-urban environment
 - Close proximity to cultural assets
- 2 – Transportation availability
- 1 – Outdoor recreation (streams/hiking/hunting)
- 1 – Good emergency services
- 1 – Stable tax base
- 1 – Balance of live/work/play
- 0 – Not overcrowded/small town feel
- 0 – Penn College
- 0 – Access to medical care
- 0 – Recreation
 - Golf course
- 0 – Quick access to Susquehanna River
- 0 – US-15 draws traffic for development
- 0 – Quality public libraries
 - Countywide

Weaknesses: 32 votes total

- 7 – Decline in manufacturing
- 7 – Lack of local police coverage (Clinton/Washington/Gregg)
- 4 – Internet quality/availability/cost of service
- 3 – Diversity in employers
- 3 – Communication between local stakeholders
- 2 – School district taxes (Gregg)

- 2 – Lack of interest and attention for chamber in the area
- 2 – Limited ingress and egress from/through Brady Township (Elimsport Road only route)
- 1 – Drugs
- 1 – Limited user-base for utility sustainability
- 0 – Workforce not in sync with economic development objectives
- 0 – Growth areas not growing
- 0 – Flooding
- 0 – Aging demographics
- 0 – Large quantity of untaxable land
- 0 – Lack of consensus for future growth and vision
- 0 – Lack of participation from younger generation

Opportunities: 34 votes total

- 5 – Penn College satellite at Great Stream Commons (collaborative college campuses)
- 5 – Outdoor recreational retail; “Destination Store”
- 5 – High volumes of regional travelers
- 5 – Golf course mixed use development
- 4 – River access
- 2 – Stakeholders working together
- 2 – Gateway to northern PA
 - Outdoor recreational region
- 1 – Chamber activity promoting US-15 PAT area
- 1 – Spinoff businesses associated with college

- 1 – Optimization of traffic patterns
- 1 – Commercial development
- 1 – Sports complex
- 1 – Greenway connecting to amenities
- 0 – Gregg Township grocery store
- 0 – Better understand market potential from market analysis
- 0 – Montgomery downtown revitalization
- 0 – CSVT

Threats: 29 votes total

- 12 – Complacency of general population
- 12 – Decline in traditional industry
 - Continued loss
- 4 – Traffic from built out industrial parks
- 1 – Drugs

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
January 28th — Meeting #2
6 – 8:15pm, Clinton Township Firehall



Attendees:

Kim Wheeler, AICP, PCD
John Lavelle, AICP, PCD
Michael Sherman, LCPC
Brett Taylor, LCPC
Linda Bower, Brady Township
Richard Barto, Clinton Township
David Eakin, Clinton Township
Charles Frey, Clinton Township
Ed Shrimp, Clinton Township
Todd Winder, Clinton Fire Company
Ken Kipp, Gregg Township

Tom Snoddy, Gregg Township
Jason Fink, Chamber / IPC
Tom Hamm, Washington Township
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Wally Bohner, Montgomery Borough
Andy Onufrak, Montgomery Borough
Robert Harding, Muncy Prison
Eric Moore, WBRA
John DelVecchio, Union Co. Planning Dept.

Agenda Item #1 – Welcome and Introductions

John Lavelle & Kim Wheeler 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

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

Kim 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. A key example of a forecast was brought up with Montgomery Borough commented that the median age (31.5) of their community should probably contribute to a rise in future population – not a decline as the projection had shown. Kim also noted that the some of Gregg Township's population data included the prison population while other data sets did not and that the County will seek to clarify and correct these differences moving forward.

Agenda Item #3 – Facilitated Discussion on 2006 Plan Review

John then 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. (Please refer to attached spread sheet for details)

Agenda Item #4 – Comprehensive Plan Update Process

Kim 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. Kim also encouraged each municipality to keep the Comprehensive plan update as a standing item on their agendas to encourage conversation and spread an understanding about what the plan is and how it impacts the community.

Agenda Item #5 – Next Steps

PAT members agreed that the same day of the month in April would work for the next meeting.

The next meeting of the US-15 South PAT is Thursday, April 28th at 6pm at the CTVFC Fire Hall.

Meeting adjourned at 8:10 pm.

Main Topic/Chapter in the Plan	Main Issues Identified in the Plan	Update of Issues based on PAT discussion
Chapter 2 - Economic Development	Exodus of Younger Generation with Increasing Elderly Population – This is a concern because as an area ages the social fabric of the community becomes less stable. Fewer younger workers, who generate a greater proportion of the tax base required to support necessary community services required by older individuals, can create the potential for budget deficits and adversely impact the provision of community services to all individuals.	
	Diverse Economy – This was viewed as a real need for the future of the Planning Area.	
	Housing Stock and Diversity – This is a concern due to the increasing elderly population needing affordable choices to go with a changing lifestyle. It is also important to younger families with limited budgets.	
	Good Labor Force – This was viewed as important to business development and expansion in the Planning Area.	This was viewed as important to business development and expansion in the Planning Area. The transient nature of the younger portion our work force threatens the ability of corridor to attract new employers to the area because there isn't a "known quantity" of talent.
	The influence of KOZs – KOZs were noted as key to improving economic conditions in the area.	KOZs continue to be looked at as key to improving economic conditions in the area. One notable issue discussed by the PAT is that KOZ developments do not provide any addition funding for specialized training or new equipment for emergency responders. A payment in lieu of taxes (PILOT) agreement, or variation thereof, should be discussed with potential developers, as well as current KOZ beneficiaries, to aid in any additional pressures that a particular development may place upon the local services needed to keep their employees - and the general public safe.
	Parochial Competition – This was considered a detriment in terms of achieving regional cooperation to improve local economic conditions.	There has been a positive and notable change is the ability of the municipalities to communicate with one another. Municipal services (fire and police) also appear to have open lines of communication between one another. While there has been a positive trend since the 2006 plan, it should be noted that these relationships will continuously change and evolve because of the nature of municipal service and the constant changing of elected officials/volunteers/workers that fill these positions. The growing presence and success of the West Branch Regional Authority (WBRA) appears to aid in this issue.
	Storefront vacancies – These can create a bad image for business development in boroughs and villages.	
	Lack of retail shopping services – Although the immediate U.S. Route 15 South study area has a limited amount of retail shopping services, there are numerous opportunities north of the Planning Area in Williamsport and Montoursville areas. Potential exists in the Borough of Montgomery to revitalize vacant storefronts as well.	
	Since fewer younger individuals and families are making the Planning Area their home , our population is growing older. This may be due in part to declining income levels, relatively lower wage rates, and fewer employment opportunities.	
	Current housing choices , particularly in terms of type and price, do not meet the changing needs of younger workers, the elderly, and more non-traditional family households.	Particularly in terms of type and price, do not meet the changing needs of younger workers (modern/affordable homes), the elderly (low/no maintenance accommodations), and more non-traditional family households. It was noted that the purchasing practices of the Amish population appear to inflate home and land values and substantially reduce the availability of real-estate on the market at any given time.

	The Planning Area has a good labor force that has served a relatively diverse economy that was anchored by the manufacturing sector. However, it may not be well equipped to support our nation’s changing economy, where the number of manufacturing jobs is decreasing and the number of high tech service jobs is increasing.	
	Our small business community struggles to expand due to a lack of programs designed to help small businesses access capital and to deal with increasing tax burdens.	
	The increasing number of storefront vacancies in our downtown business districts adversely impacts our ability to maintain or improve the vitality of our towns.	
	Concerning trends in the City of Williamsport trends include a declining population, increasing number of non-family households, high mobility rate of city residents, low median household income levels, and lack of affordable housing. These trends can impact the fabric of the community leading to higher crime rates and increasing social service needs.	
Chapter 3 - Land use policy and natural and cultural resource management	Publicly Owned Land -	There is a tremendous amount of land owned by the Federal, State, and County governments. While some of this land is actively utilized for specific purposes other portions are currently laying dormant and undeveloped and thus not contributing taxable revenue to the local municipalities. Land that is not contemplated to serve a valid public purpose should be analyzed in coordination within the context of owner's strategic plan, as well as this comprehensive plan, and considered for sale or lease to the private sector for possible revenue generating developments.
	Strip housing developments —Residents are concerned with the trend to build housing developments that are strung out along one road, which creates access management problems. In addition, they are not conducive to developing a sense of neighborhood.	
	Promote Traditional Mixed Use Neighborhoods – Residents and officials would like to encourage mixed use neighborhoods, though current regulations do not easily accommodate such designs or the re-use of existing buildings.	
	Keystone Opportunity Zones – Three KOZ sites are currently located within Lycoming County; the Lycoming County Industrial Park is located in Brady Township, just across US 15 from Lycoming County landfill. The other two are industrial parks located in Clinton Township. Another KOZ is Great Stream Commons, which is in Gregg Township, Union County. KOZs provide development incentives through reduced or completely eliminated state and local taxes. Once developed, KOZs foster opportunities to strengthen and diversify the local economy.	KOZs contained within the US 15 South Corridor are set to expire in 2017, 2020 and 2022. An effort to coordinate KOZ extensions between the Municipalities, School Districts, County Commissioners, Chamber, and SEDA-COG will have to be undertaken to ensure that we do not lose these economic incentives as we wait for more favorable market conditions to materialize.
	State Correctional Institution (SCI) Muncy - The...	SCI Muncy located along Rt. 405 in Clinton Township is a major employer.... Need #'s
	Allenwood Federal Correctional Center (FCC) – The Federal Correctional Complex in Gregg Township (Union County) is one of the region’s largest employers and its existence is critical to sustaining the region’s low unemployment rate.	Add employment #'s
	Open space preservation – Open space is a key feature of the Planning Area landscape. It protects and preserves groundwater quality and quantity, provides habitat for local biological resources, and provides recreational opportunities. Development is increasingly consuming open space lands and impacting the natural ecosystem.	

	<p>Industrial Farm Operations—The sustainability of the traditional family farm is becoming increasingly difficult to achieve as trends in the agricultural industry are shifting towards the proliferation of a franchising trend where independent producers enter into a production contract with animal processing corporations. In addition to the environmental impacts, research is beginning to reveal negative social impacts as well. Lycoming County is in the process of amending Lycoming County’s zoning ordinance to limit concentrated animal feeding operations to areas zoned specifically for agriculture, and then only after a public hearing and proof that measures have been taken to protect public health and safety. If approved, such measures would only apply to those municipalities who have adopted Lycoming County’s zoning ordinance. Gregg Township already has such provisions in its zoning ordinance.</p>	
	<p>Uniform Construction Code—The Pennsylvania Uniform Construction Code (Act 45 of 1999) established consistent construction standards in every municipality in the Commonwealth. The goal of the law is to prevent substandard construction, both for residential and commercial purposes. The Planning Area municipalities have adopted the UCC and administer the code locally. Central Keystone Council of Governments provides code administration for Gregg Township.</p>	
	<p>Telecommunication towers – Due to their rural location and proximity to US 15, the Planning Area municipalities have already begun to experience the development of wireless facilities. There are currently no regulations of wireless telecommunication facilities that may limit liability risks to local municipalities, or prevent the negative visual impacts of the towers. Gregg Township is in the process of developing an ordinance to address this specific issue.</p>	<p>Review ordinances to ensure that they require co-location and aesthetic design standards (mono-pole vs. lattice tower). There is a cell coverage and high speed internet availability issue throughout the region. This is a public safety issue as much as it is an economic development or convenience issue. Can we get a coverage map of the area? Add map of current Cell Towers?</p>
	<p>Standardized land use inventory – The need for developing a standardized land use inventory system has long been recognized. Such a system would greatly benefit the regional cooperation and planning initiatives of the US 15 South Planning Areas’ municipalities, as well as enhance land use and community development objectives. Moreover, a standardized land use system would, in part, enable local municipalities and the Counties to achieve consistency among their comprehensive planning policies and land use regulations. To this end, Lycoming County, in cooperation with its municipal partners, has developed the Lycoming County Comprehensive Plan Consistency Manual, which uses the American Planning Association’s Land-Based Classification Standards (LBCS) model in their GIS-based land use inventory and classification procedures.</p>	<p>Work with GIS to update this comment.</p>
	<p>Opportunities for growth – The potential exists for additional development to occur along the US 15 corridor. Commercial development in this area could easily result in a commercial strip, which leads to access management problems, reduces travel time, and is not conducive to developing a sense of neighborhood. Careful consideration must be given to this land use issue.</p>	
	<p>Floodplain development—The eastern section of the Planning Area is located in the floodplain of the Susquehanna River and its tributaries. Protection of existing development remains a constant challenge; however, accurate delineation of the floodplains and appropriate land use regulations will help ensure that new development respects this hazard.</p>	

	<p>Agricultural Preservation – The possible future development impacts of the new I-99 corridor may threaten additional agricultural lands. The Planning Area contains nearly 10,000 acres of productive farmland soils, the majority of which are located in the floodplains and most developable land areas. Permanent agricultural preservation has been accomplished in Clinton Township and Gregg Township where development rights have been purchased for several hundred acres. However, over 2,000 acres in Clinton Township have been designated as Agricultural Security Areas. The most popular form of agricultural conservation is the Clean and Green program, in which more than 7,500 acres are currently enrolled from the Planning Area.</p>	<p>The valuation method used in the clean and green program appears to have recently made the program less advantageous to property owners. More investigation needed to outline this issue. <u><i>Update acreage and add map</i></u></p>
	<p>Karst Topography—Portions of the Planning Area’s landscape are underlain by limestone-based geologic formations that are susceptible to the formation of solution caverns and sinkholes. Known as karst topography, these areas are considered to be both hazardous, because of the danger of collapse, and beneficial because they provide unique habitats, mineral sources, and recreational opportunities. These areas are very susceptible to changes in land use and development.</p>	<p>Explain Brady Twp.'s efforts in adding a conservation zone for limiting development in the area of inundation of The Sinks.</p>
	<p>Groundwater—As a main source of drinking water for residents of the area, groundwater protection will require sound practices regarding sewage and septic systems. New development will need to be sensitive to the fact that paving and other surface alterations will impact both the quality and quantity of accessible groundwater.</p>	
	<p>Air Quality – Air quality is very important to the overall quality of life and is generally good in this Planning Area. Identified hazards to air quality include vehicle emissions and open burning. Another impact to air quality comes from the Lycoming County landfill in Brady Township. Methods to minimize air quality impacts need to be developed.</p>	
	<p>Scenic Resources – The natural beauty of the area is one its greatest assets and is very important not only to the people who live there, but also to those who visit. The 1973 study, Scenic Resources of Lycoming County, identified many of the scenic vistas in the Planning Area, including the Susquehanna River corridor. New development needs to use design techniques that preserve and enhance the views and scenic beauty of the area.</p>	
	<p>Cultural Resources – Cultural and historical resources can be found throughout the area. They are an integral part of the quality of life in the region. <u><i>A strong sense of community and volunteerism help to promote these resources.</i></u></p>	<p>edit to: A stronger sense of community and volunteerism is needed help to promote these resources.</p>
	<p>Development pressure has increased in recent years.</p>	
	<p>Open space and agricultural lands are less prominent. The preservation of natural resources, including open spaces, wetlands, and prime agricultural soils is a high priority.</p>	
	<p>Much of the usable land in the US 15 South Planning Area is located in the floodplains of the Susquehanna River and its tributaries. Minimizing flood damages, while still allowing for growth and development, is a significant challenge.</p>	
	<p>Many of the Planning Area’s cultural and historical resources are not protected.</p>	<p>Determine how to list or detail the stone church & cemetery, Eagle Grange (1st in PA), Alvira, Ammunition storage bunkers, box factory, SCI Muncy, Scheckler grave (body guard for Washington)</p>
<p>Chapter 4 - Transportation</p>	<p>There are few transportation alternatives for residents of the Planning Area.</p>	
	<p>CSVT -</p>	<p>The construction of the Central Susquehanna Valley Transportation (CSVT) Project may change the amount and character of traffic along the US 15 South corridor. A study should be conducted to determine how CSTV will impact this corridor.</p>

	<p>Access management is lacking - Currently there are too many access drives along the corridor and some are poorly designed. This results in a number of safety issues.</p>	
	<p>The bridges throughout the Planning Area need major rehabilitation or replacement - While some of these bridge projects are programmed for funding in the PENNDOT TIP, others have been identified in the Williamsport Area Transportation Study Long Range Transportation Plan, but funding to implement these improvements has not been secured.</p>	
	<p>Traffic Safety and a poor road system are two prominent issues for many residents. The 1997 County Comprehensive Plan identified the need to “conduct a comprehensive safety, capacity, and access control study for Route 15 south of Williamsport to the Village of Allenwood.” High accident rates and new development were cited as the basis for the study. At the present time, safety and access are still major concerns of the residents who live along this corridor. This study was recently completed in late 2004.</p>	
	<p>The Williamsport Regional Airport provides connecting services to Philadelphia; however, affordability is an issue for many residents - Located in the Borough of Montoursville, the Williamsport Regional Airport is classified by the Pennsylvania Bureau of Aviation as a scheduled service facility and provides services to area businesses, residents, and companies visiting the region. The airport provides commercial airline services with direct flights via US Airways Express to major international hubs at Philadelphia and Pittsburgh. Multiple daily departures connect Williamsport to over 160 cities in the U.S., Canada, Europe, and Central and South America. Due to the Airport Authority’s Fare Watch Program, which is designed to keep the airport’s fees competitive, fares are normally within 5-15 percent of competitor’s prices.</p>	
	<p>The SEDA-COG Joint Rail Authority has played a key role in preserving freight services in Lycoming County by purchasing the Williamsport Branch Line from Conrail. Currently, the Lycoming Valley Railroad operates the line. The Authority’s goal is to “preserve service to rail-dependent industries through shortline operations.” At the present time, the Authority serves 8 Counties and owns 300 miles of track and 5 shortline railroads that haul approximately 30,000 carloads of freight annually. This has allowed some 50 companies to remain cost competitive, which, in turn, has protected over 2,000 jobs in the region. The LVRR alone services 20 companies and handles approximately one third of the total carloads of freight. Currently, there are concerns regarding the preservation of the Norfolk-Southern Harrisburg to Buffalo Main Line.</p>	
	<p>Roads of Rural Character - Many of the roads in the Planning Area should be maintained for their rural character and scenic vistas they provide. In conjunction with the rural character, special consideration should be given to the use of horse drawn vehicles on roads and highways. special consideration should be given to the use of horse drawn vehicles on roads and highways.</p>	<p>Should this be expanded? The Amish do not have just one main route, they travel everywhere they need to go. The presence of this population on the entirety of the corridor should be taken into account when ever a new transportation project is being planned.</p>
	<p>Traffic congestion and access points to roadways are increasing.</p>	
	<p>Creation of WBRA -</p>	<p>The West Branch Regional Authority (WBRA) was created in 2010 to take over the water and sewer service needs covered by the increasingly non-compliant (add detail about CBTS impact) infrastructure owned by the Montgomery Water and Sewer Authority, Muncy Borough Municipal Authority, and Muncy Creek Township Sewer Authority. The new regional system serves Montgomery Borough, Muncy Borough, Clinton Twp., Muncy Creek Twp. The WBRA plans to extend service west towards W and along SR 15.</p>

<p>Chapter 5 - Community Infrastructure Plan</p>	<p>Water Quality for Wells—There is excellent water quality in the groundwater aquifer. Pollution of groundwater from non-point sources, such as agriculture, has been identified as problematic. Nitrate contamination forced the closure of one of the Borough’s wells not long ago.</p>	<p>Water Quality for Wells—There is excellent water quality in the groundwater aquifer. Pollution of groundwater from non-point sources, such as agriculture, has been identified as problematic. Nitrate contamination forced the closure of one of the Borough’s wells not long before the 2006 plan was adopted. <i>A 3rd well will be brought online in 2016. <u>Wellhead design for private well owners should be discussed.</u> <u>Currently there are no regulations for their construction - leading to poor well construction and contaminated water.</u></i></p>
	<p>Water Quantity for Wells—Historically, there has been an abundance of water in the groundwater aquifer; however, recent drought conditions appear to have had some impact on supplies in some areas.</p>	<p>Although this hasn't been a recent issue, it should always be an issue that is retained for constant consideration.</p>
	<p>Stormwater Management Problems—Development has occurred without stormwater management controls required. This has led to runoff problem areas adjacent to township roads and complaints amongst residents.</p>	<p>All munic. have adopted stormwater regulations.</p>
	<p>Good Water Supply—There is a good water supply through the public water supply system and in the groundwater aquifer.</p>	
	<p>Regional Water System—The regional water supply is a strongpoint for economic and industrial growth.</p>	<p><i>The WBRA plans to extend service west towards White Deer Golf Course and along SR 15 South. Which will</i></p>
	<p>Sewer Expansion Capacity—The existing capacity of public sewerage systems is an asset for the Planning Area’s continued development. The Montgomery Borough Water and Sewer Authority currently serves the Borough as well as portions of Brady and Clinton Townships. The Authority is presently preparing a study of future sewer demand. The Gregg Township Municipal Authority serves portions of Gregg Township, including the Great Stream Commons Industrial Park, and the Allenwood Federal Correctional Complex.</p>	<p><i>The WBRA plans to extend service west towards White Deer Golf Course and along SR 15 South. Which will</i></p>
	<p>Flood Protection—Flood protection from the Susquehanna River is a primary concern of many citizens. There are still many residences within the 100-year floodplain. Flood protection in these areas has been restricted to moving essential services, such as electricity and heat, to an area in residences that is above the flood levels.</p>	
	<p>Good school systems (public/private) – The communities along the US 15 South corridor have the opportunity to attend quality public and private school systems at the elementary, middle school and high school levels. Additionally, there are excellent technical schools, colleges, and universities in the immediate area.</p>	<p><i>Comments have been made that the opportunities with technical program at Montgomery Area High School has been reduced in recent years due to budget restrictions. Additionally, it was mentioned that the students might not be as well prepared as they could be when compared other institutions outside of our region. This information needs to be reconciled with the quantifiable and notable achievements for which the school district has been recognized. FURTHER RESEARCH NEEDED</i></p>
	<p>Intermunicipal Cooperation—There are cooperative agreements in-place and a general spirit of cooperation between the municipalities in providing services.</p>	<p><i>Expand to explain what agreements are in place currently. Montgomery Police patrols Brady Twp. - Fire - EMS - ???</i></p>
	<p>Public Infrastructure – The existing infrastructure, including road network, utilities, and services, is in place and can support continued growth.</p>	
	<p>Landfill Odors – Undesirable odors from the landfill are a deterrent to growth and retention in the area.</p>	<p><i>Mention Landfill Initiatives to improve impact on community & extend the facility’s functional life: odor, wind screen fencing, methane recovery, single-stream</i></p>
	<p>Subdivision without Infrastructure—An issue that is prevalent throughout the rural areas of these municipalities is residential subdivisions that are planned and constructed without adequate road network, sewage treatment, or water supply.</p>	

	<p>Immediate Access to State Forest lands—One of the strong points of this area is its natural setting in the heart of central Pennsylvania. These communities have excellent access to a tremendous State Forest Land and State Game Land resource.</p>	
	<p>Prime Fishing, Open Space, Clean Air, and Good Water Quality—There is immediate access to excellent fresh water fisheries, including White Deer Hole Creek and the Susquehanna River. These fisheries have the benefit of good water quality which supports warm water species and cold water species, such as trout in White Deer Hole Creek. This area is rich with open space, both public and private. It is only a short drive, or in some cases a short walk, to peace and solitude in a rural or forest setting. Scenic views surround the area.</p>	
	<p>Outdoor Recreation—There are many opportunities for outdoor recreation with numerous hiking and mountain biking trails in nearby State Forest Land and State Game Lands. The opportunities for outdoor recreation in the vast forestland and open fields of the region are endless. The region is also rich with quality streams and creeks, plus the Susquehanna River, offering opportunities for swimming, boating, and fishing.</p>	<p>Add a comment about the planned active recreation activities between Union County and WBRA to add new rail trail and river access near Great Streams Common and a possible trail head at the, now decommissioned, waste water treatment plan in Clinton Township. <i>(More details needed)</i></p>
	<p>Golf Courses—The region has a variety of quality golf courses, including the White Deer Golf Complex and the Williamsport Country Club. There are numerous other golf courses within an hour drive outside Lycoming County.</p>	<p>This plan should contemplate any strategic plans that may be brought in motion as a result of new management of the Golf Course.</p>
	<p>Public infrastructure is attractive to residential, commercial, and industrial growth.</p>	
	<p>Open Space, State Forest Land and State Game Lands play an important role in our community.</p>	
	<p>Intermunicipal Cooperation is productive and beneficial.</p>	
	<p>Community character is being compromised.</p>	

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
May 24th — Meeting #3A
6 – 7:45 pm, CTVFC



Attendees:

Kim Wheeler, AICP, PCD
John Lavelle, AICP, PCD
Linda Bower, Brady Township
Mike Goetz, Brady Township
Ed Shrimp, Clinton Township
David Eakin, Clinton Township
Todd Winder, Clinton Fire Company
Thomas Snoddy, Gregg Township

Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Andy Onufrak, Montgomery Borough
Eric Moore, WBRA

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler 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 – Heritage Plan Update

John presented information on the County's Heritage Plan update which will be integrated into the County Comprehensive Plan. The presentations covered:

- The historic inventory update process;
- what a historic resource is;
- the newly created Lycomap gallery which is currently being populated with historic sites and will provide useful information via the County's online GIS tool;
- and, requested that all group members provide additional sites for consideration through a survey handout.

Detailed information on the heritage plan update can be found in the attached PowerPoint presentation.

Agenda Item #3 – Focus Group Update

Kim then summarized the information that was gathered through the following focus groups: Public Safety, Natural Resources, Agriculture & Forestry, Heritage/Culture & Arts, Economic Development, Community Facilities & Infrastructure, Community Development, Transportation, and Private Developers. Detailed information on the focus group meeting notes can be found in the attached PowerPoint presentation.

Agenda Item #4 – Prioritize Issues

The group then performed a “dot exercise” to prioritize which issues were most important in the PAT. The results were:

1. Water quality and supply need to be protected (14 votes)
2. Interagency cooperation, municipal partnerships, & regional services should be maintained or considered where necessary. (13 votes)
3. Outdoor recreation / scenic assets as well as cultural and historic resources need to be protected, maintained, and enhanced. (7 votes)
4. Communications infrastructure needs improvement (Cell phone, broadband internet) (6 votes)
5. Water and sewer systems need to be expanded (6 votes)
6. Future development of the US Route 15 S. corridor (created based on meeting input)

Agenda Item #5 – Develop Actions

Kim and John then broke the PAT members into three different groups and began an exercise in populating actions under each issue. With the meeting running late, the group decided to table this discussion until a future date in June.

Agenda Item #5 – Next Steps

PAT members agreed that a follow up meeting would be needed in order to complete the actions list. Brady Township volunteered the use of their municipal building. Meeting 3B will be held on June 30th at 6:00 pm.

Meeting adjourned at 8:00 pm.



US-15 South Planning Area Team (PAT)

PAT Meeting #3, May 24, 2016

Summary of Priority Issues with Strategic Actions

Priority Issue # 1: Water Quality and Supply Need to be Protected (14 votes)

Strategic Actions

- Household hazardous waste drop-off at LCRMS site
- 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 # 2: Interagency Cooperation, Municipal Partnerships, & Regional Services should be Maintained or Considered Where Necessary (13 votes)

Strategic Actions

- Work with municipal partners to identify opportunities to share facilities and services
- County Assistance with Financial Management for fire companies (Paid Position) (New)

Priority Issue # 3: Outdoor Recreation/ Scenic Assets as well as Cultural and Historic Resources need to be Protected, Maintained and Enhanced (7 votes)

Strategic Actions

- Develop a streetscape and traffic-calming plan for the Borough
- Establish a neighborhood preservation program to support property maintenance and beautification in target areas
- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.
- Improve access to the Susquehanna River – visual access, boat access, fishing access, etc.

Priority Issue # 4: Communications Infrastructure Needs Improvement (cell phone, broadband internet) (6 votes)

Strategic Actions

- Use public infrastructure improvements and extensions as tools to guide development.

Priority Issue # 5: Water and Sewer Systems need to be Expanded (6 votes)

Strategic Actions: TBD

Priority Issue # 6: Future Development of the US Route 15 Corridor (created based on meeting input)

Strategic Actions

- Current Zoning and Land Use to be Reviewed
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas
- Consider CSVT's impacts on the Route 15 Corridor (Zoning, Access Management, Economic Considerations)

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
June 30th — Meeting #3B
6 – 7:45 pm, Brady Township Building



Attendees:

Kim Wheeler, AICP, PCD
John Lavelle, AICP, PCD
Michael Sherman, LCPC
Linda Bower, Brady Township
Edward Ferguson, Clinton Township
David Eakin, Clinton Township
David Morehart, Montgomery Historical Society
Todd Winder, Clinton Fire Company
Doug Hovey, Gregg Township

Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Andy Onufrak, Montgomery Borough
Robert Harding, Muncy Prison
Eric Moore, WBRA

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler 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 previous meetings. These folders are to serve as the PAT member’s record of our progress and discussions.

Agenda Item #2 – Reviewing Issues and Creating Actions

John & Kim then reviewed the issues that were voted on in meeting #3 and worked with all attendees to build a list of actions which are listed on the attached document. These actions will aid PCD staff in generating a menu of projects that will be prioritized in an upcoming meeting by the group and listed in updated comprehensive plans.

Agenda Item #3 – Next Steps

PAT members agreed that the September 29th would work for the next meeting.

The next meeting of the US-15 South PAT is Thursday, September 29th at 6pm at the CTVFC Fire Hall.

Meeting adjourned at 7:45 pm.



US-15 South Planning Area Team (PAT)

PAT Meeting #3B, June 30, 2106

Summary of Priority Issues with Strategic Actions

Color Key: Black text = developed in meeting 3A

Blue text = developed in meeting 3B

Red text = information to be considered in plan formulation

Green text = information from PAT member post meeting

Priority Issue # 1: Water Quality and Supply Need to be Protected (14 votes)

Strategic Actions

- ~~Household hazardous waste drop-off at LCRMS site (removed)~~
- Work towards elimination of burner barrels & rural dump sites.
- Develop a wellhead protection program to protect public water supply.
- Consider reservations or easements to protect from contaminating uses.
- Encourage secondary containment on home heating oil tanks.
- Revise ordinance to establish buffer zones around valuable wetlands and other natural resource areas, such as "The Sinks" (modify to focus more on water supply).

Priority Issue # 2: Interagency Cooperation, Municipal Partnerships, & Regional Services should be Maintained or Considered Where Necessary (13 votes)

Sustainability of Public Safety Services: These service providers have experienced a significant increase in incidents that they have to respond to and have noticed that the public now expects them to be able to provide for a greater array of incidents outside of the typical fire, car accident, or medical emergency.

Strategic Actions

- Work with municipal partners to identify opportunities to share facilities and services.
- Possibly add or modify a County position to help with financial management aspects of running a fire company. (Paid Position) (New)
- Create a sustainable funding stream for fire and ambulance services. Determine if there are additional/alternative sources of revenue that haven't been considered yet:
 - o Fire tax: could there be a fire tax at the County level or per capita tax? Not real estate tax b/c not all municipalities have real estate tax.
 - o Payment in lieu of taxes (PILOT) – for emergency service users that don't contribute to due to tax exemptions (KOZ, County housing residents). Guidelines

for this program be created at the County level to provide municipalities and service providers guidance to local use a ratio of use – to – cost .

- Develop a strategy to increase volunteerism and encourage involvement for local service providers and local government in general.
- Optimize training state mandated training requirements for fire and EMS personnel. The County and Municipalities should work with PSATS/Boro Association to lobby for legislative changes to fire/ems training requirements.

Priority Issue # 3: Outdoor Recreation/Scenic Assets as well as Cultural and Historic Resources need to be Protected, Maintained and Enhanced (7 votes)

Strategic Actions

- General
 - o Develop a streetscape and traffic-calming plan in culturally significant areas.
 - o Establish a neighborhood preservation program to support property maintenance and beautification in target areas.
 - o Enact/enforce property maintenance ordinances.
- Historic Resources
 - o Consider preservation and reuse potential of historically significant structures.
 - Eagle Grange #1 is not in active use.
 - o Ensure that the stone church and cemetery which are located on prison remain publicly accessible if the land gets transferred to the County.
 - Ensure that these important sites are preserved and/or protected through any capitol improvement plans that might be made for the property.
 - o Inventory historic & cultural assets of significance.
 - o Make regulations conducive to reuse and rehabilitation of older structures.
- Outdoor Rec
 - o Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.
 - o Improve access to the Susquehanna River – visual access, boat access, fishing access, etc.
 - o Improve trail access / connectivity
 - Ridge trail
 - Union Co. trail extension project
 - Review and coordinate all trail efforts to maximize efforts and impact.
 - Snowmobile/ATV access on state forest/game land
 - Federal prison property has a trail system that cannot be accessed
 - o The benefit of outdoor recreation on the economy should be recognized in the plan

Priority Issue # 4: Communications Infrastructure Needs Improvement (cell phone, broadband internet) (6 votes)

Consider moving this issue to an action under the County wide plan.

Strategic Actions

- ~~— Use public infrastructure improvements and extensions as tools to guide development.~~

Priority Issue # 5: Water and Sewer Systems need to be Expanded (6 votes)

Strategic Actions:

- Identify growth areas for development of larger residential subdivisions where infrastructure is available or will soon be available.
- Coordinate development potential with golf course partners.
- Expanding water & sewer to Rt. 15 and then to west side of Rt. 15 in phases.
- Residential properties along Cemetery Road on border of Clinton/Brady need addressed by water (supplied WBRA) & sewer expansion (supplied by Gregg Twp.)
- Consider established water supplies for redundancies (emergency backup systems) and interconnections.
 - o CSI Muncy's water supply
 - o Federal Prison wells may soon come under County Ownership

Priority Issue # 6: Future Development of the US Route 15 Corridor (created based on meeting input)

Strategic Actions

- Develop streetscape and traffic calming projects in culturally significant areas.
- Current Zoning and Land Use documents need to be reviewed.
- Land use controls should include specific requirements for the provision of infrastructure to support planned growth areas.
 - o Explore/identify compatible uses for undeveloped land
- Consider CSVT's impacts on the Route 15 Corridor (Zoning, **Access Management**, Economic Considerations)
 - o Develop Zoning ordinance that are compatible with land use patterns and densities that define the local character of US 15 South communities.
- Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.

- Consider safety improvements educational opportunities for Amish buggies and pedestrians.
- Provide for better signage for potential hazards as well as attractions (Montgomery borough, park and rec access points, historic sites, and other important destinations).
- Look for opportunities to implement Complete Streets initiatives.

Here are other issues that are just as important, but have a scope much bigger than the Route 15 Corridor PAT. Maybe these should be included in the County wide plan.

- Agriculture
 - Changing nature of agricultural sector
- Communication improvements (Cell, radio, internet)
- Economic Development
 - KOZ properties
 - Changing face of industrial sector

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
September 29th — Meeting #4
6 – 8:30 pm, CTVFC



Attendees:

John Lavelle, AICP, PCD
Kim Wheeler, AICP, PCD
Linda Bower, Brady Township
Mike Goetz, Brady Township
Richard Barto, Clinton Township
David Eakin, Clinton Township
Chris Miller, Clinton Township
Edward Shrimp, Clinton Township
Todd Winder, Clinton Fire Company
Doug Hovey, Gregg Township
Thomas Snoddy, Gregg Township

Michael Sherman, LCPC
Brett Taylor, LCPC
Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
David Morehart, Montgomery Historical Society
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Andy Onufrak, Montgomery Borough
Fae Herb, Montgomery Borough
Dale Breudle, Montgomery Borough
Eric Moore, WBRA

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler 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 – Online & In-person Survey Update

Kim first discussed the public opinion survey results (Attached – page 2 of survey results document)

- The group asked that they be provided with a breakdown of location and demographic data associated with the survey. This will be sent to PAT members as soon as available.
- 936 individuals took the online survey, and 196 people took the in-person survey.
- The top five issues were consistent, and ranked exactly the same, between the online survey and the intercept survey. Please see the attached summary document for more information on the results
- More detailed information on the survey will be distributed after all of the information that we've collected has been processed. The answers to the first two open-ended survey questions are still being coded and analyzed.

Agenda Item #3 – Updated timeline

Kim discussed the project's updated timeline and anticipated timeline for adoption.

- A rough draft of the plan will be emailed to PAT members in mid-December.
- Comments or suggestions will be received via email or phone prior to the January meeting.
- That draft plan will be reviewed at meeting #5 in January.

- A final draft document, with PAT suggested edits, will be distributed to the PAT members by February 2017.
- It is our goal to have the PAT municipalities adopt these plans in April 2017.
- A more detailed breakdown of these important dates can be reviewed in the attached PowerPoint.

Agenda Item #4 – Draft Plan Format

Kim detailed our draft plan format, its contents, and how the top viable project will be detailed.

- Plan introduction will include a planning area and individual municipality profile.
- The top viable project, as decided upon in our next exercise, will be developed to include steps for implementation, possible funding sources, and mapping / demographic information as needed.
- All other projects that are not considered “the top viable project” will be given a brief description which will be expanded upon once the PAT’s priority project has been completed.
- Growth Area and Future Land Use Map changes will be detailed in the plan.
- Background data and plan process information will be located in the appendices.

Agenda Item #4 – Identification of “Top Viable Project”

John then summarized the information that was gathered through the development of the PAT’s selected priority issues in meeting # 2, the strategies that were developed from those issues in meeting 3A & 3B, and the potential projects that were created through this process and PAT member feedback.

John then reviewed each potential project with the group and discussed/amended projects as deemed necessary by the group. Any changes that were made to the wording of a project are captured in red text in the attached document.

The group then voted once per issue to determine the top viable project.

Results and voting information can be found on the attached document labeled “Update and Tallied Project List.”

Agenda Item #5 - Review Growth Map Boundaries

Kim then reviewed the Growth Area Map with the group. The growth boundary has been modified in Brady and Gregg Townships.

Agenda Item #6 – Review Future Land Use Map

Minor changes were recommended to the Future Land Use Map.

*The Growth Area Map and the Future Land Use Map will be e-mailed to the group for review along with the confirmation of January’s meeting date and time.

Agenda Item #7 – Next Steps

Next Meeting is tentatively scheduled for January 26 at 6 pm in the Clinton Twp. Volunteer Fire Hall.

Meeting adjourned at 8:00 pm.



US-15 South Planning Area Team (PAT)
PAT Meeting #4, September 29, 2106
Issues & Draft Project List

Project List Based on PAT Feedback: This document represents a reorganized and edited list of the PAT's Top Viable Project based on member voting in our 9/29/16 meeting.

1. 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.

i. (12 Votes) Develop a US-15 Gateway Corridor masterplan.

- What's the vision of the Corridor?
- Examine the economic potential of the Corridor.
- Determine the economic impact of the Central Susquehanna Valley Transportation (CSTV) project. Conduct an economic impact study to determine the impact of CSVT on the US-15 South Corridor. The study should answer the following questions:
 - Will ridership on Rt. 15 change? If so, how and who will be traveling through the corridor.
 - Will this change necessitate a change in economic development strategy for the corridor? Will industrial uses such as warehouses and manufacturing companies remain the focus, or will we need to focus on different employers?
 - Will these changes also necessitate providing for new or different uses in the zoning districts in the corridor growth area?
 - Will access management tools need to be implemented to prevent traffic hazards as development occurs?

ii. (5 Votes) Capitalize on outdoor recreation assets for economic development opportunities. Also known as: Asset-based development. This includes recognizing and promoting local parks, lands and facilities as well as regionally significant initiatives such as the PA Wilds. Look to FG notes for examples.

iii. (2 Votes) Determine the changing workforce needs of existing/potential area employers. Communicate employer's needs to educational institutions that most likely train that workforce to potentially expand or amend their course offerings to meet these new or expanding roles. Offer incentives to existing workforce to further develop their skill sets and become more marketable.

iv. (0 Votes) Develop marketing strategy to showcase assets of the PAT communities.

2. Communications infrastructure (especially cell phone and broadband internet) do not meet the needs of all areas of the County.

****Consider moving this project up to countywide plan****

i. (17 Votes) Work with service providers to expand coverage areas.

- Assess communication (radio, cellular, & broadband) gaps are within the corridor and seek to minimize these shortcomings through a public/private partnership.
- Alert communications service providers to these gaps to evaluate feasibility of expanding their service areas.

- Where appropriate incorporate this information into the next hazard plan and/or recreation plan update.
- Coordinate with neighboring municipality regarding communication tower development in order to preserve sensitive scenic areas.

3. Significant Cultural and historical resources are not adequately documented, protected, and promoted.

- i. (11 Votes) Inventory historic and cultural assets located within the PAT and incorporate that information into the County's Heritage Plan.**
- ii. (7 Votes) Maintain and utilize the Eagle Grange building in Clinton Township.**
This was the site of the first Grange in PA.
 - Find an adaptive, new use for the site (i.e. 4-H clubs).
 - Raise \$ to keep the building viable and in good repair.
- iii. (6 Votes) Maintain Stone Church and graveyard on federal prison land. (possible landfill acquisition site)**
 - Keep access available to the public for ceremonies and masses.
- iv. (2 Votes) Enhance the Michael Sechler grave site in Clinton Township. Served as a bodyguard to General George Washington.**
 - Work to preserve and enhance site.

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

- i. (6 Votes) Adopt and enforce property maintenance codes.**
 - Ordinances should address garbage accumulation, junkyards, and abandoned cars to protect the visual quality and community character
- ii. (4 Votes) Strive for stormwater regulation consistency.** County to provide updated model ordinance examples including best management practices (BMP's) for various applications.
- iii. (3 Votes) Develop a Municipal Ordinance Review Program or System.** Review and update the municipal ordinances with the help of a consultant to:
 - Review ordinances for consistency with the comprehensive plan
 - Work to create a community with a land use pattern which mirrors the municipality's desired long term vision
 - Encourage mixed use zoning particularly in downtown areas
 - Ensure ordinances are up to date with the latest laws including case law (signage)
 - Ensure that ordinances are adequately designed to provide for all uses either specifically or generally, and have a mechanism to handle uses that haven't been contemplated
 - Update land use regulations to limit access to high volume roadways
 - Update land use regulations to limit the development of private sewage treatment plants, meet DEPs sewage management requirements (especially for on-lot septic systems), and update ordinances (especially bulk standards: minimum lot size, setbacks, etc.) when public sewer becomes available
 - Utilize land use regulations to mitigate the impacts of development such as erosion and sedimentation control, flood hazards, and stormwater runoff. Capture and document significant milestones or projects that will help municipalities show compliance with MS4 & CBPRP permitting

- Discourage new developments in flood hazard areas
 - Encourage new developments to include pedestrian and bicycle facilities
 - Review ordinances affecting the regulation of junkyards and abandoned cars to protect the visual quality and community character
 - Amend the Township zoning ordinances to limit development in desired protection areas such as steep slope/ ridgetop overlay district
 - Zoning to protect source water areas
 - Land use regulations needed for municipal system wellhead protection
 - Regulate extraction industries through appropriate legal land use controls
 - Consider mixed-use farming districts to accommodate changing nature of farming industry
- iv. **(3 Votes) Develop a Municipal Training Program.** Provide adequate training opportunities for planning commission, zoning hearing board, municipal officials, and land use review officers. Include education for on-lot septic system standards
- v. **(3 Votes) Develop a conservation easement program to encourage conservancy and land trust organizations to explore easements to preserve sensitive and scenic areas from future development.**
- vi. **(1 Votes) Conduct transportation and land use impact and access control studies to ensure future growth patterns can be supported by existing and proposed infrastructure systems.**
- vii. **(0 Votes) Prepare for the impacts of CSVT.**
- Evaluate how ridership will change on US 15 South and I-180 corridors.
 - Evaluate how this will impact economic development strategies along those corridors
 - Should zoning ordinances be amended to allow or encourage new or different uses because of this change?
 - Where applicable, incorporate interchange zoning.
- viii. **(0 Votes) Develop guidance documentation to make land use processes more accessible and understandable for citizens and developers.**
- Create County Developers guide with information on the various processes involved in subdivision and land development and zoning.
 - Create form documents which can be completed to satisfy land use requirements and create accompanying guidance documentation to assist applicants in complete the required documentation.
 - Publish guidance documents on county and municipal websites where it is easy to access for surveyors, engineers, and the general public.

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

- i. **(11 Votes) Expedite and Subsidize** state mandated training requirements for fire and EMS personnel. The County and Municipalities should work with PSATS/Boro Association to lobby for legislative changes to fire/ems training requirements.
 - ii. **(4 Votes) Expand utilization of West Branch COG**
 - iii. **(2 Votes) Create or develop an EMS Authority or umbrella organization-with staff support for shared Services/Finance/Planning/Bookkeeping /Auditing for Law Enforcement, Fire, and EMS.**
- Paid position to act as a resource for multiple entities.
 - Define a model EMS delivery response system for county interface with municipal organizations.

- iv. **(1 Vote) Create a sustainable funding stream for fire and ambulance services. Determine if there are additional/alternative sources of revenue that haven't been considered yet:**
 - Fire tax: could there be a fire tax at the County level or per capita tax? Not real estate tax b/c not all municipalities have real estate tax & certain property owners would be disproportionately impacted.
 - Payment in lieu of taxes (PILOT) – for emergency service users that don't contribute to due to tax exemptions (KOZ, County housing residents). Guidelines for this program be created at the County level to provide municipalities and service providers guidance to local use a ratio of use – to – cost.
- v. **(0 Votes) Develop a strategy to increase volunteerism and encourage involvement for local service providers and local government in general.**

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

- i. **(8 Votes) Work with developers to ensure adequate facilities for pedestrians and cyclists in new development projects, as well as in re-development projects.**
- ii. **(2 Votes) Support the Union County Trail Extension Project.** Profile trail in plan to ensure documented support of project by Lycoming County. Trail will connect the Village of Allenwood (Gregg Twp) and the Borough of Montgomery. This project helps to achieve the NY-Genessee to Maryland- Chesapeake Bay Interstate Greenway. **Consider adding this as a “redevelopment” project under project i.**
- iii. **(2 Votes) US-15 South Municipal Parks & Rec Enhancements**
 - **Montgomery Borough Park Enhancement Project.** This includes upgrades to the park pavilion and the carnival grounds.
 - Catalogue and list needs of each park.
 - Coordinate this project with the County Rec Plan update.
- iv. **(0 Votes) Expand the purposes of the Lycoming County Recreational Authority.** Will help to address recreational needs, oversight, and management of facilities beyond the Golf Course
- v. **(0 Votes) Improve trail access / connectivity:**
 - Ridge trail.
 - Union County Trail Extension.
 - Review and coordinate all trail efforts in order to maximize impact of each group's efforts.
 - Work to expand snowmobile/ATV access on state forest/game lands – where reasonable.
 - **Game Commission** land has a trail system that can no longer be accessed due to prison policy.
- vi. **(0 Votes) Improve access to the Susquehanna River – visual access, boat access, fishing access, etc.**

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

- i. **(7 Votes) Establish communication forum with Amish Community**
- ~~ii. **(4 Votes) Initiate Montgomery Allenwood Trail as part of Genessee Susquehanna Greenway.**~~
 - ~~○ **Consider moving this project up to Issue #6**~~

- iii. **(2 Votes) Evaluate impacts of CSVT traffic patterns on potential growth opportunities.**
- iv. **(2 Votes) Develop policy to ensure all street reconstruction projects are evaluated under the ‘complete streets’ guidelines prior to design and development.** Complete Streets are for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- v. **(1 Vote) Implement Timber Run Access Road to Proposed County Industrial Park.**
- vi. **(0 Votes) Initiate Bald Eagle Mountain Ridge Trail Project.**
- vii. **(0 Votes) Consider safety improvements and educational opportunities for Amish buggies and pedestrians.**
- viii. **(0 Votes) Provide for better signage for potential hazards as well as attractions (Montgomery borough, park and rec access points, historic sites, and other important destinations).**

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

- i. **(15 Votes) Phase II & III sewer and water extensions (ongoing WBRA project).** Make sure that this extension project is accurately represented in the growth area map and future land use map. Coordinate expansion and development potential with major land owners and golf course management.
- ii. **(4 Votes) Residential properties along Cemetery Road on border of Clinton/Brady need addressed by water (supplied WBRA) & sewer expansion (supplied by Gregg Twp.)**
- iii. **(0 Votes) Consider established water supplies for redundancies (emergency backup systems) and interconnections.**
 - o CSI Muncy’s water supply
 - o Federal Prison wells may soon come under County Ownership

9. Water quality is vital, but is vulnerable to a multitude of threats.

- i. **(8 Votes) Develop a wellhead/source water protection program for all public water systems.** This includes mobile home parks and other small systems.
- ii. **(8 Votes) Provide support to identify, track, and mitigate potential sources of contamination.**
- iii. **(Should this be deleted?) Develop a model ordinance that eliminates the use of burner barrels and develop a program to tracks/cleans up illegal dump sites.** In order to be successfully implemented “carrots” like community clean up days and trash disposal education must be provided for residents. These regulations must be enforced in order to ensure a behavior change.
 - o **Consider combining this project with project i above.**
- iv. **(0 Votes) Develop and provide educational material regarding for home heating oil storage.**
 - o Encourage secondary containment of home heating oil tanks.

- Explain floodplain management requirements for new tank installations.
 - Consider combining this project with project i above.
- v. ~~Revise ordinance to establish buffer zones around valuable wetlands and other natural resource areas, such as “The Sinks”. Brady Township is currently working to develop an ordinance amendment that may steer development away from known inundation areas. Other communities should also look to mitigate potential issues with karst geology through land use ordinance amendments.~~

**** The PAT has determined that this is not project is not relevant to their needs moving forward. ****

MEETING SUMMARY

Lycoming County 2016 Comprehensive Plan Update
US-15 South PAT
March 30th —Meeting #5
6 – 8:30 pm, CTVFC



Attendees:

John Lavelle, AICP, PCD
Kim Wheeler, AICP, PCD
Linda Bower, Brady Township
Ed Ferguson, Clinton Township
David Eakin, Clinton Township
Doug Hovey, Gregg Township
Thomas Snoddy, Gregg Township
Ken Kipp, Gregg Township

Michael Sherman, LCPC
Brett Taylor, LCPC
Lauren Robinson, Lycoming County RMS
Michael Hnatin, Lycoming County RMS
Martha Huddy, Montgomery Historical Society
Stephen Huddy, Montgomery Historical Society
Eric Moore, WBRA
Robert Harding, SCI Muncy

Agenda Item #1 – Welcome

John Lavelle & Kim Wheeler 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

Kim 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 25, 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 15 South municipality at a regularly scheduled mtg.

Agenda Item #3 – Plan Review

Kim & John 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
- Of note:
 - The Property maintenance project has been removed from plan at the request of PAT members
 - The multimodal project write-up will be re-written and sent out to the group for review shortly
 - Currently working to determine the prison populations that skew Brady (decommissioned prison camp), Clinton (SCI - Muncy), and Brady (federal prison) Townships

Agenda Item #4 – Final review of Growth Area Map

- The following changes were made to the draft map:
 - Correct labeling error to ensure Gregg Twp is labeled appropriately
 - Label the Village of Allenwood
 - Highlight SCI Muncy, Federal Prison, RMS, and White Deer Run as “Developments of Regional Significance”
 - Add confirmed AG Preservation lands to map
 - Add future growth area along Elimsport Rd. between Brady Twp line and the Growth area along US 15

Agenda Item #5 – 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 25th to kick off the 45 day review period as required by the MPC.

Meeting adjourned at 8:30 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

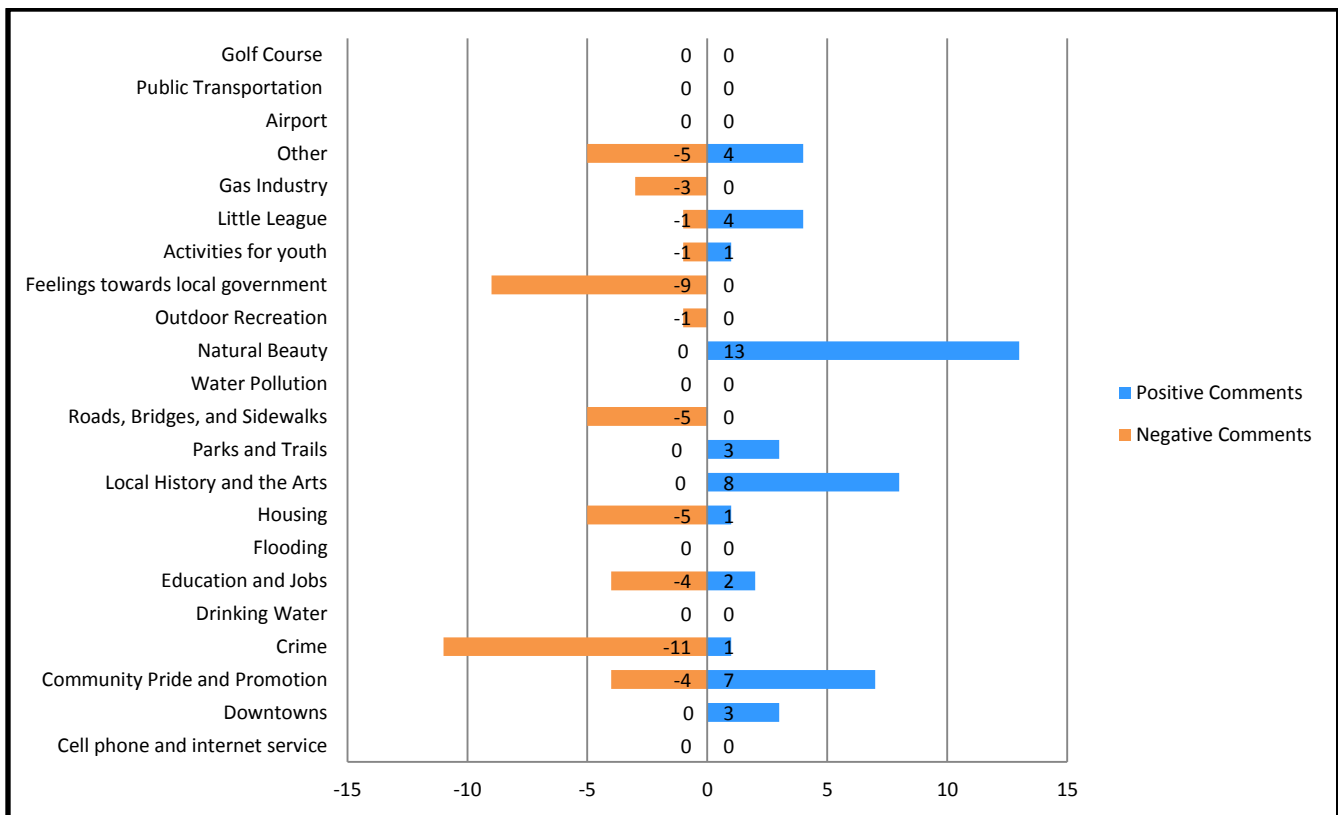
Quantitative Analysis of the Lycoming County Comprehensive Plan Public Outreach Efforts

Planning Area Specific Analysis for the US 15 South Planning Area

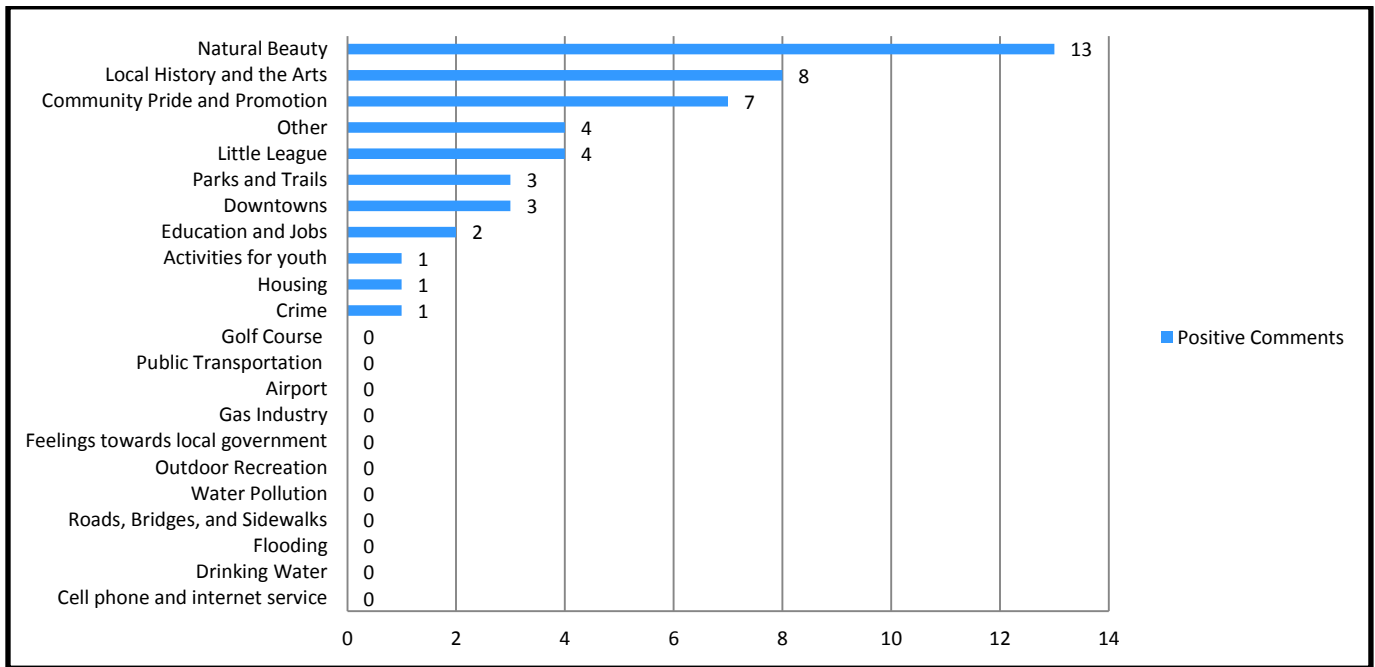
In the summer of 2016, the Lycoming County Department of Planning and Community Development (PCD) conducted several public outreach efforts where they collected data to determine which topics were most important to members of the public and what they liked and didn't like about Lycoming County. These 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 17752 and 17777 zip codes. The 17756 zip code briefly crosses into the Planning Area but was excluded because of the small area which it intersects with. 20 people participated in the online survey and 6 participated in the intercept survey for a total of 26 survey respondents.

Qualitative Analysis for 17752 and 17777 Zip Codes

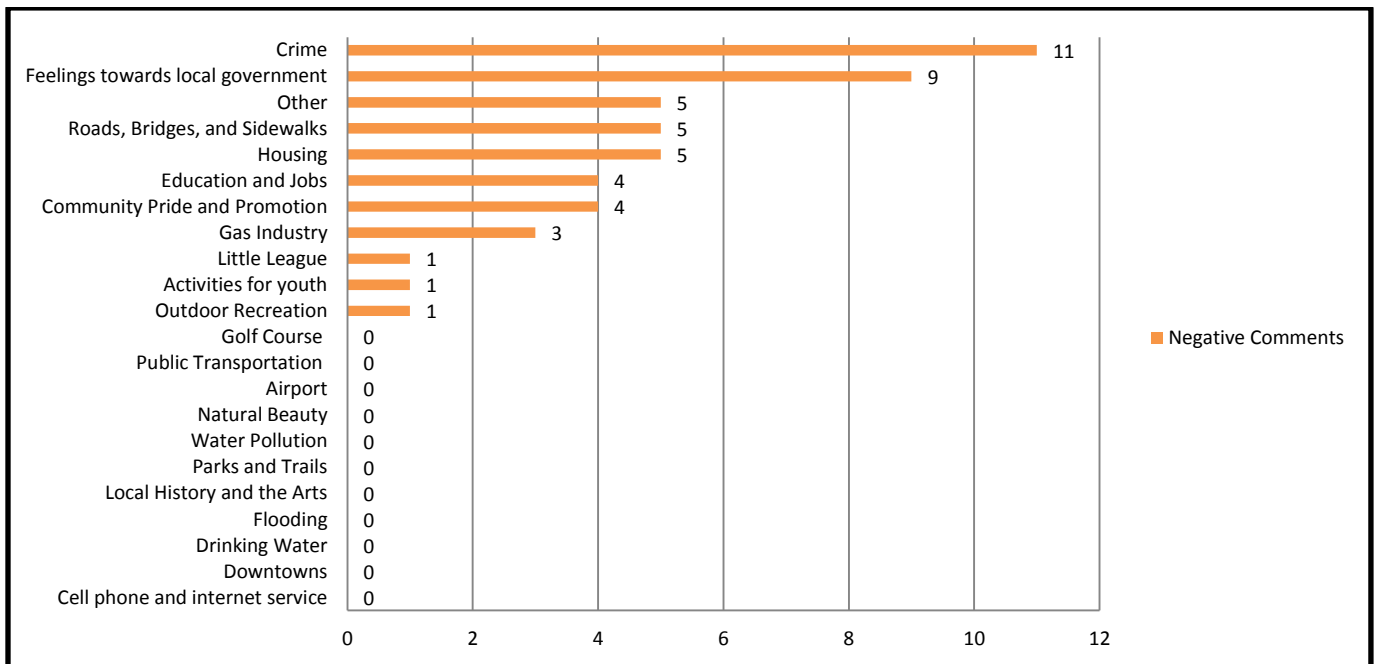
The online and intercept surveys both had open ended questions which allowed people to give their thoughts and opinions on the County. The first question asked "What do you like about Lycoming County and want to make sure lasts well into the future?" The second question was "What don't you like about 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 17752 and 17777 Zip Codes continued



Culture, scenic beauty, and local history were the themes of the top 3 most commented on categories by citizens of the US 15 South planning area. This is consistent with feedback received throughout the county. Many citizens believe these topics are important to their quality of life and do not want to see them negatively changed.

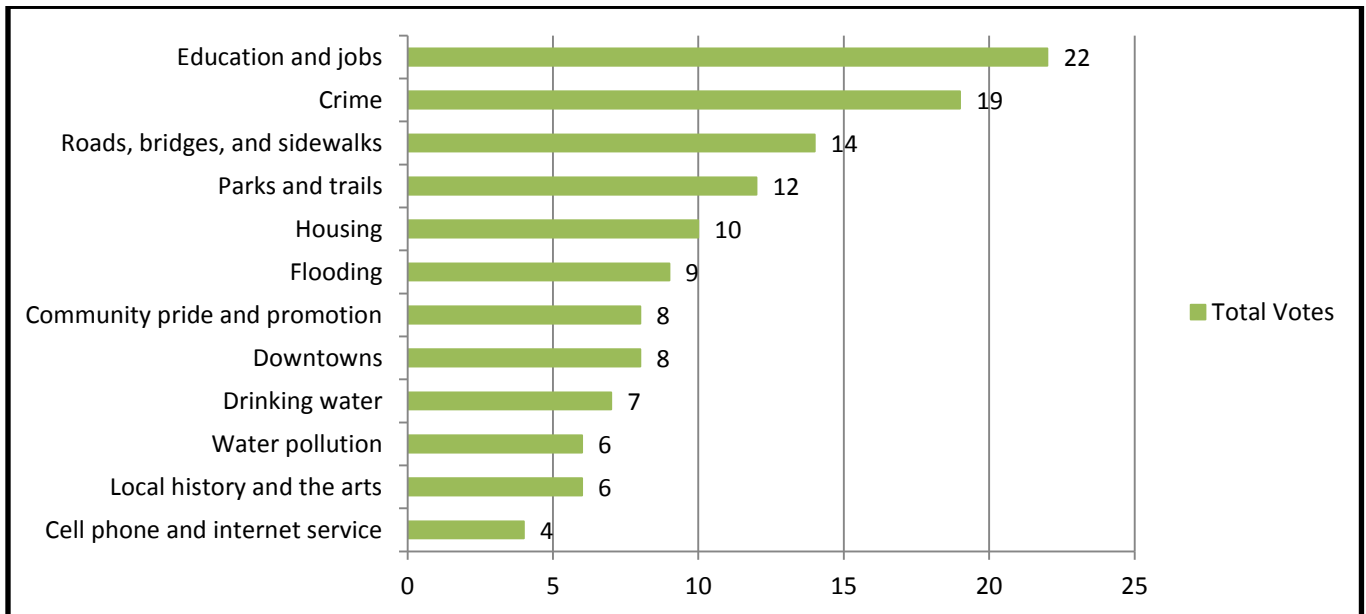


The most important topic which citizens of the US 15 South planning area identified as something they want to see changed was crime. Additionally, citizens are also unhappy with government, however, the reasons varied from people who believed government was doing too much to those who thought it wasn't doing enough. Citizens also identified housing and infrastructure such as roads, bridges, and sidewalks as important topics. The other category was a variety of responses which covered topics including the landfill, emergency services, and even the proximity of the County to the beach.

Lycobucks Exercise for 17752 and 17777 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 and crime as the two most important priorities. Next came roads, bridges, and sidewalks followed by parks and trails. The priority of least concern was cell phone and internet service. Local history and the arts and water pollution were viewed as the less important priorities as well.

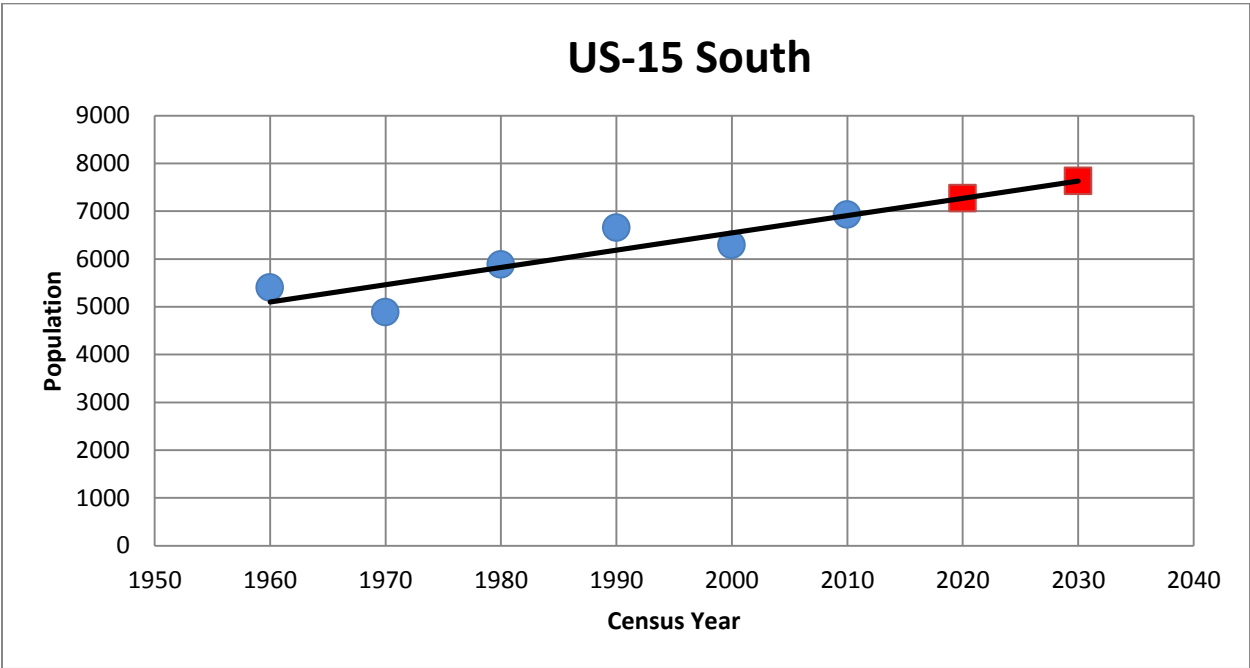




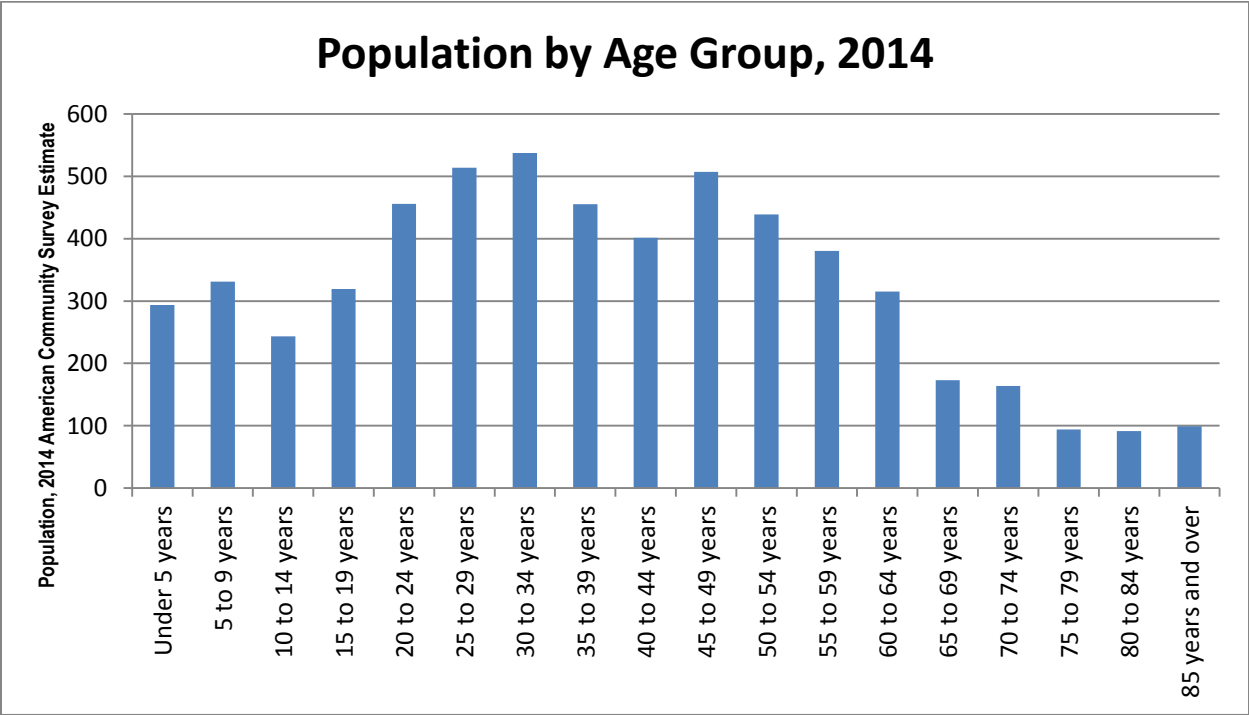
US-15 South Planning Area Profile

Population change and projections

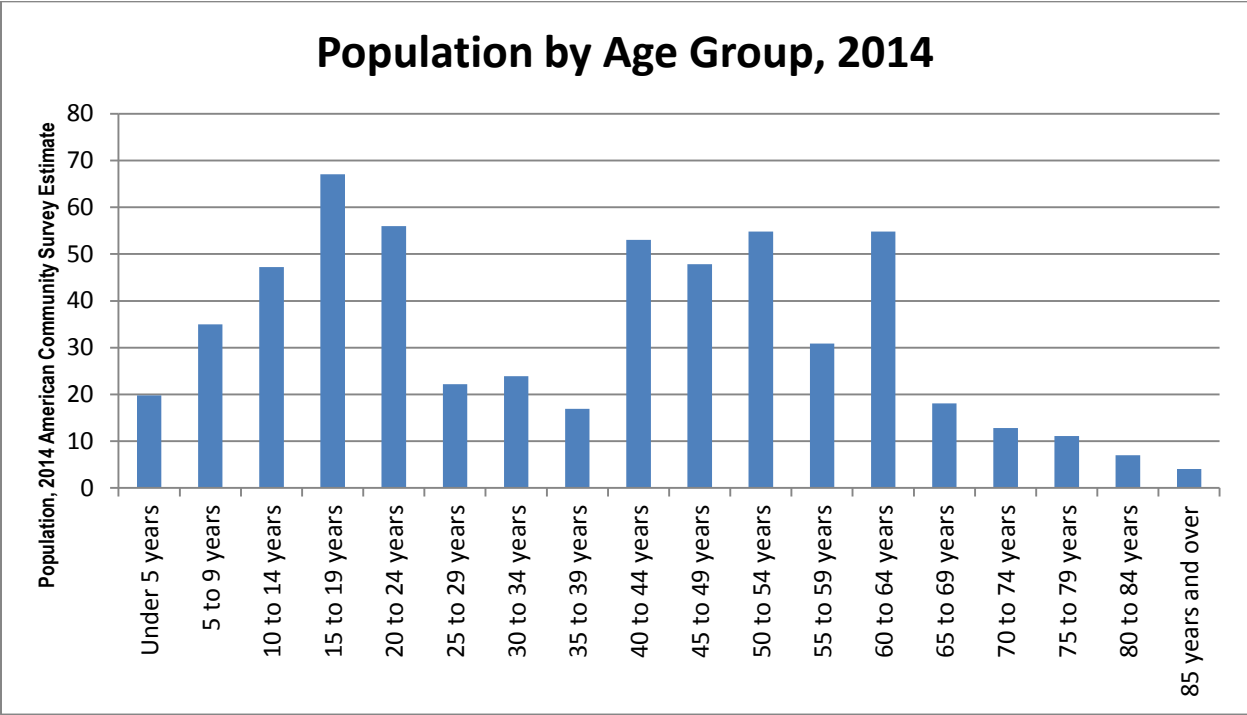
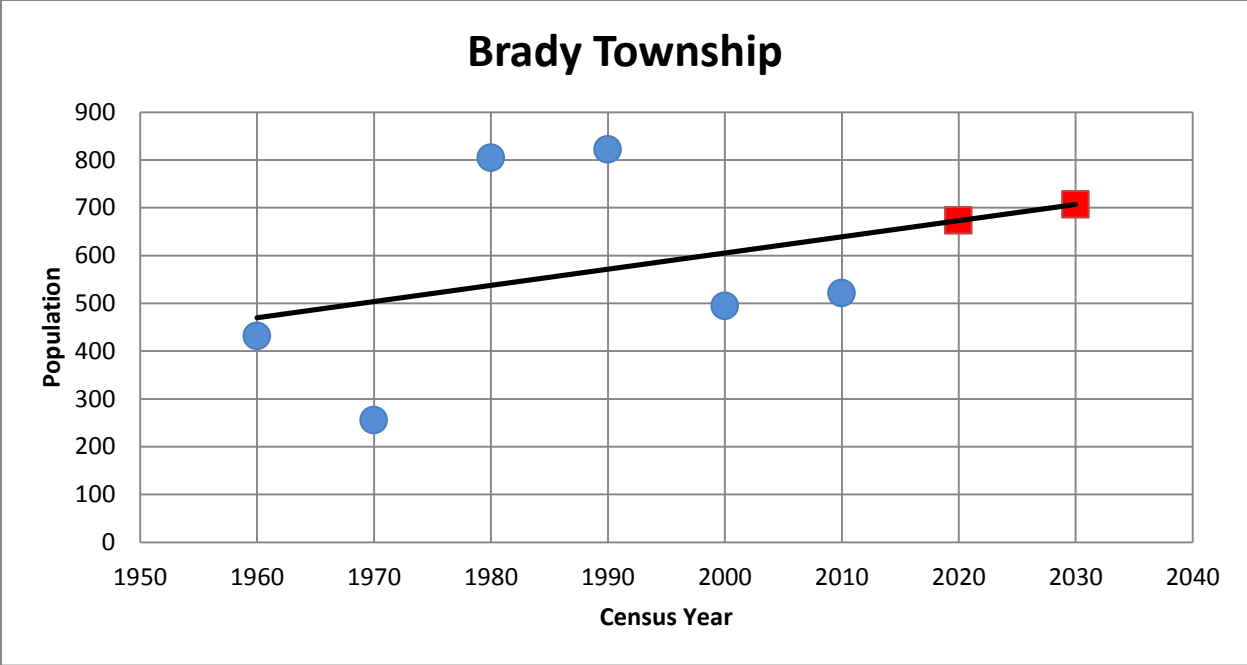
- Census Count of Population Used to Calculate Population Change Projection**
- Census Count of Population Excluded From Calculations**
- Projected Future Population Count**
- Best Fit Population Change Trend Based on 30-50 Years of Census Population Counts**



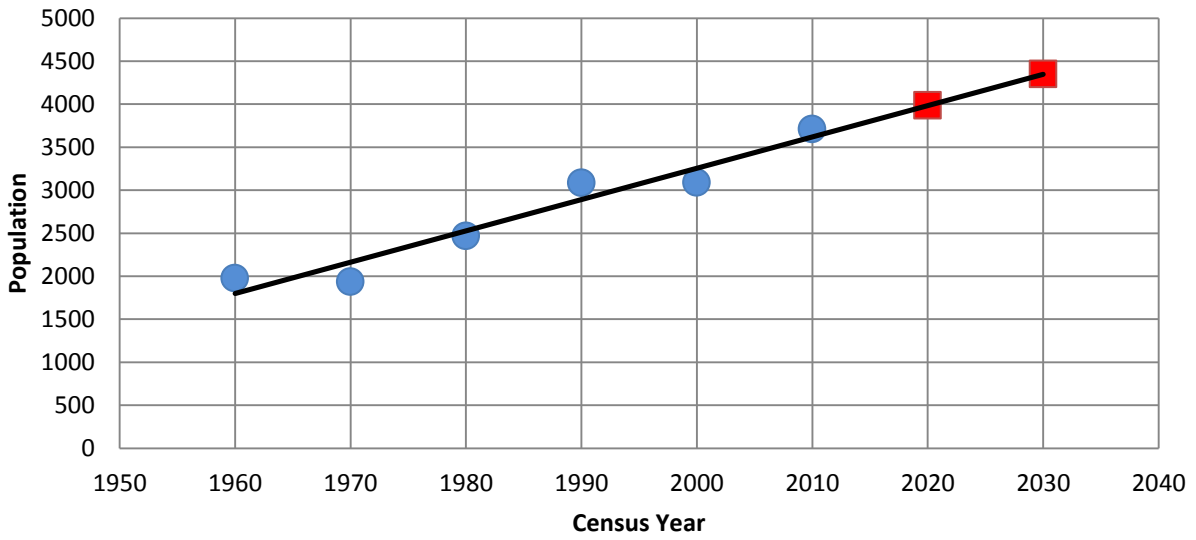
	1960	1970	1980	1990	2000	2010	2020	2030
Brady	431	255	804	822	494	521	673	707
Clinton	1976	1934	2467	3086	3090	3708	3985	4349
Montgomery	2150	1902	1653	1631	1695	1579	1418	1319
Gregg	842	792	954	1114	1008	1120	1191	1254
TOTAL	5399	4883	5878	6653	6287	6928	7268	7629



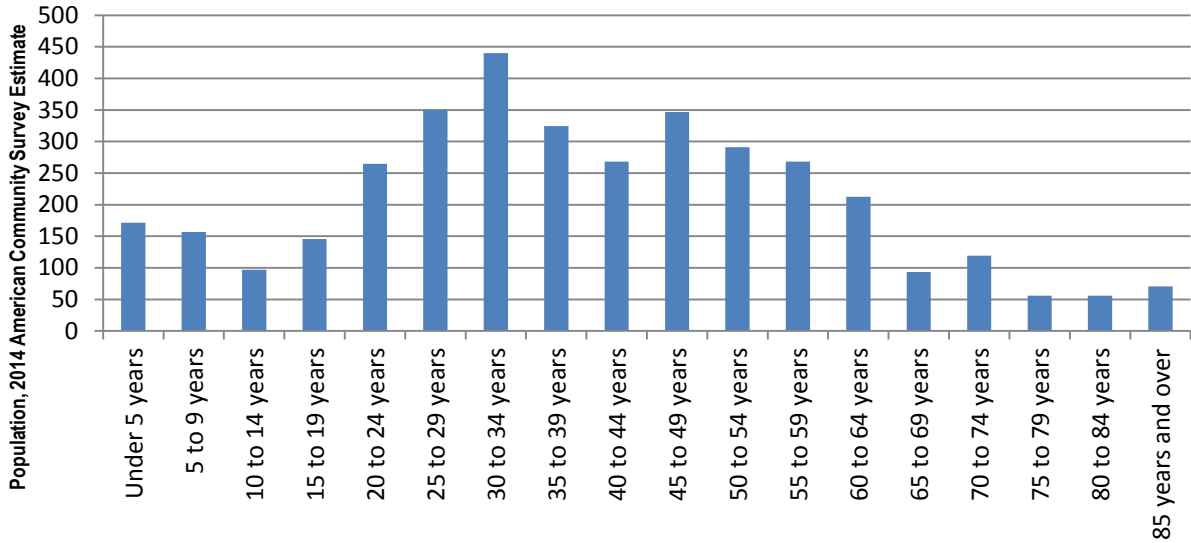
	Median age
TOWNSHIP OF BRADY	41
TOWNSHIP OF CLINTON	38.6
BOROUGH OF MONTGOMERY	31.5
TOWNSHIP OF GREGG	38.6



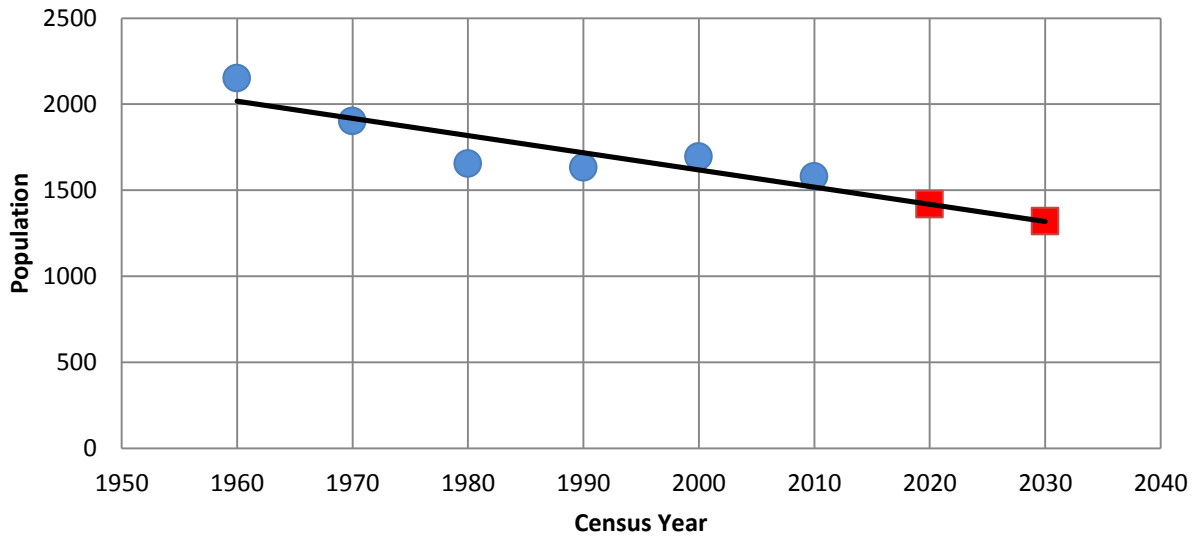
Clinton Township



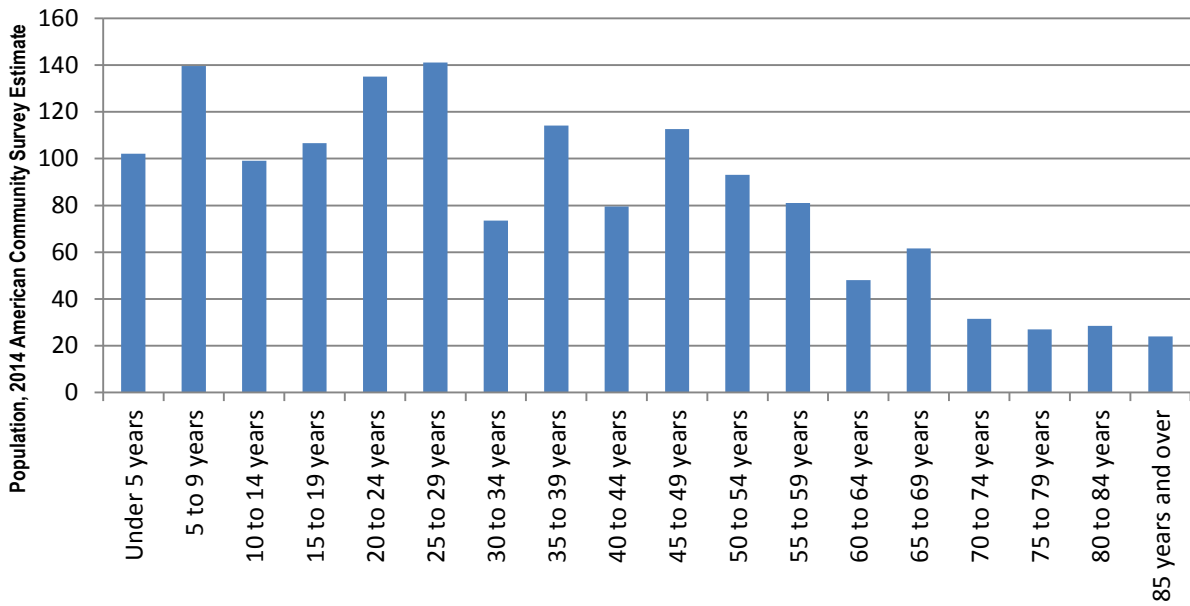
Population by Age Group, 2014



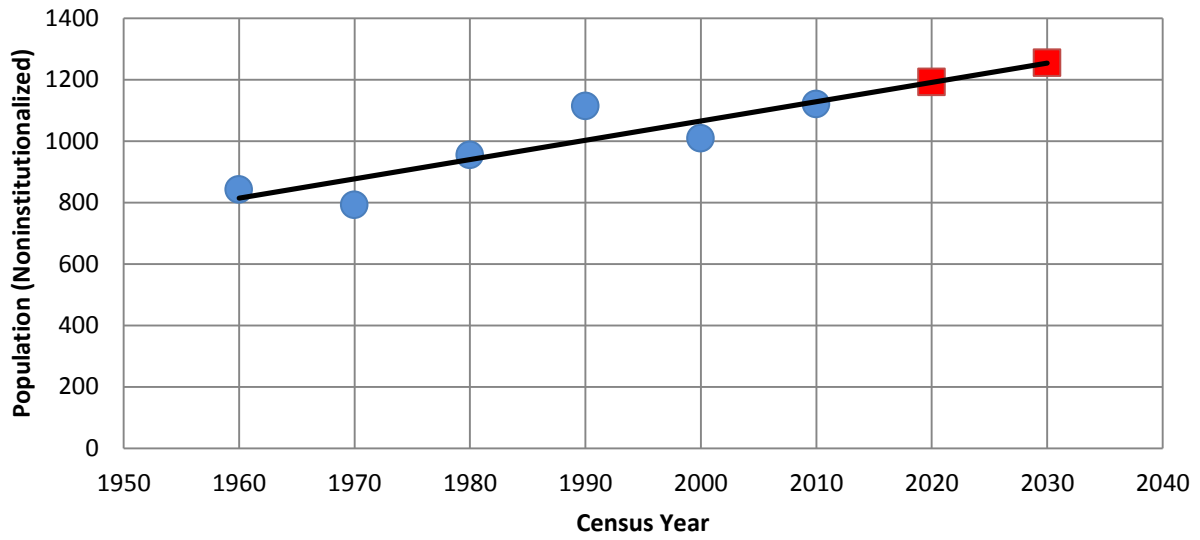
Montgomery Borough



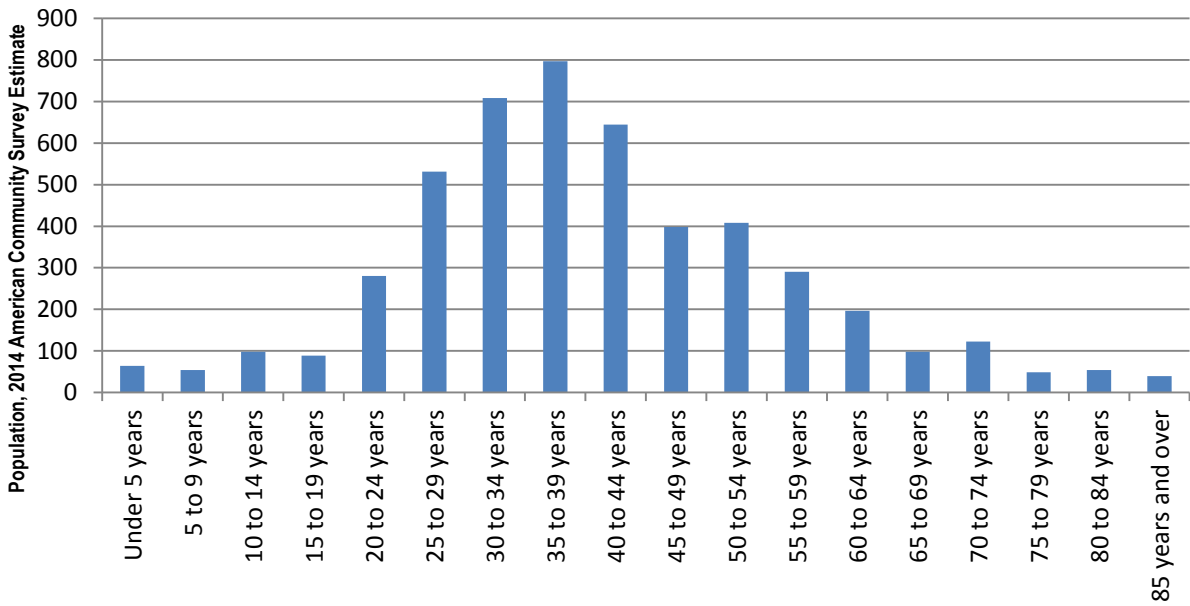
Population by Age Group, 2014



Gregg Township, Union County



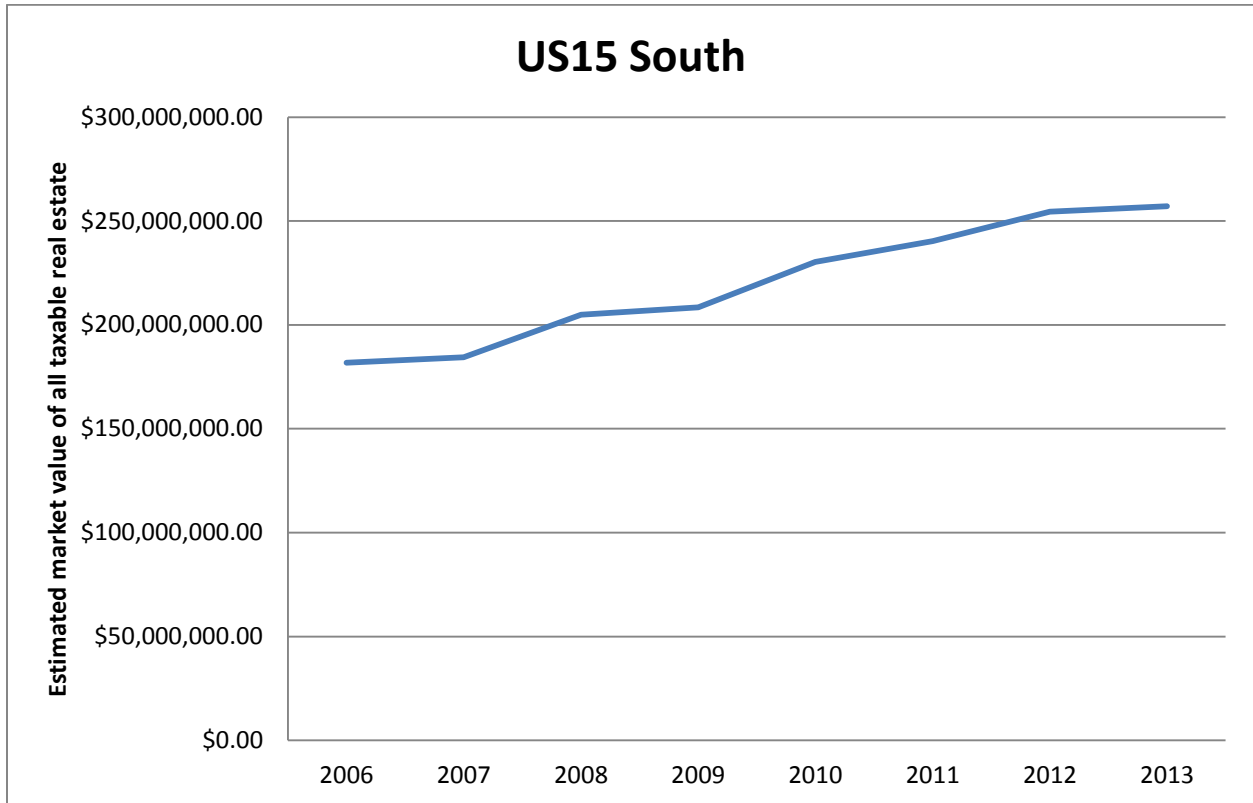
Population by Age Group, 2014



Housing

Taxable real estate market value

Data source: State Tax Equalization Board



	2006	2007	2008	2009	2010	2011	2012	2013
Brady Township	\$18,299,400.00	\$17,854,567.65	\$19,797,877.64	\$20,029,454.31	\$22,252,742.14	\$22,499,092.18	\$23,941,382.81	\$24,423,248.32
Clinton Township	\$101,627,300.00	\$104,561,526.26	\$113,276,374.21	\$115,892,145.14	\$128,007,325.99	\$135,673,414.28	\$140,523,661.83	\$142,166,983.80
Montgomery Borough	\$31,401,800.00	\$30,897,689.03	\$34,568,960.25	\$34,683,806.73	\$38,311,367.44	\$38,240,950.83	\$41,000,532.79	\$41,098,702.03
Gregg Township	\$30,525,400.00	\$31,068,248.17	\$37,332,526.11	\$37,821,914.96	\$41,762,092.40	\$43,910,919.24	\$49,068,519.37	\$49,493,255.73
US15 South TOTAL	\$181,853,900.00	\$184,382,031.11	\$204,975,738.21	\$208,427,321.14	\$230,333,527.97	\$240,324,376.53	\$254,534,096.80	\$257,182,189.88

	Percent change, 2006-2013	Dollar change, 2006-2013
Brady Township	33%	\$6,123,848.32
Clinton Township	40%	\$40,539,683.80
Montgomery Borough	31%	\$9,696,902.03
Gregg Township	62%	\$18,967,855.73
US15 South TOTAL	41%	\$75,328,289.88

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
TOWNSHIP OF BRADY	\$67,833.00	\$14,544.00	21.4%	\$7,464.00	11.0%
TOWNSHIP OF CLINTON	\$46,750.00	\$14,868.00	31.8%	\$9,552.00	20.4%
BOROUGH OF MONTGOMERY	\$45,543.00	\$13,476.00	29.6%	\$9,276.00	20.4%
TOWNSHIP OF GREGG	\$47,292.00	\$13,764.00	29.1%	\$7,560.00	16.0%

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
TOWNSHIP OF BRADY	1980
TOWNSHIP OF CLINTON	1965
BOROUGH OF MONTGOMERY	1939 or Earlier
TOWNSHIP OF GREGG	1970

2014 American Community Survey Estimates

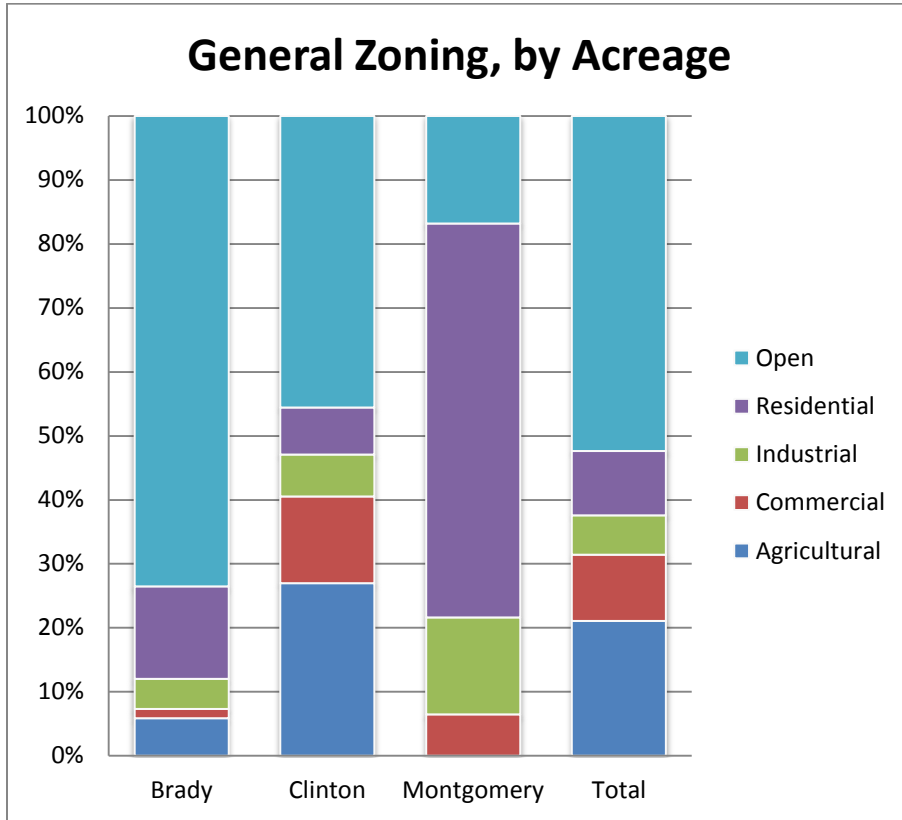
Floodplain and Flood Insurance

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
TOWNSHIP OF BRADY	2	\$401,200.00	\$1,070.00	4	\$25,955.69	245	4	1.6%
TOWNSHIP OF CLINTON	20	\$2,386,800.00	\$22,200.00	28	\$219,384.69	1217	232	19.1%
BOROUGH OF MONTGOMERY	66	\$7,328,700.00	\$82,667.00	122	\$1,313,428.16	609	289	47.5%
TOWNSHIP OF GREGG	16	\$1,725,000.00	\$10,705.00	44	\$364,400.35			
PLANNING AREA TOTAL	104	\$11,841,700.00	\$116,642.00	198	\$1,923,168.89	2071	525	68.2%

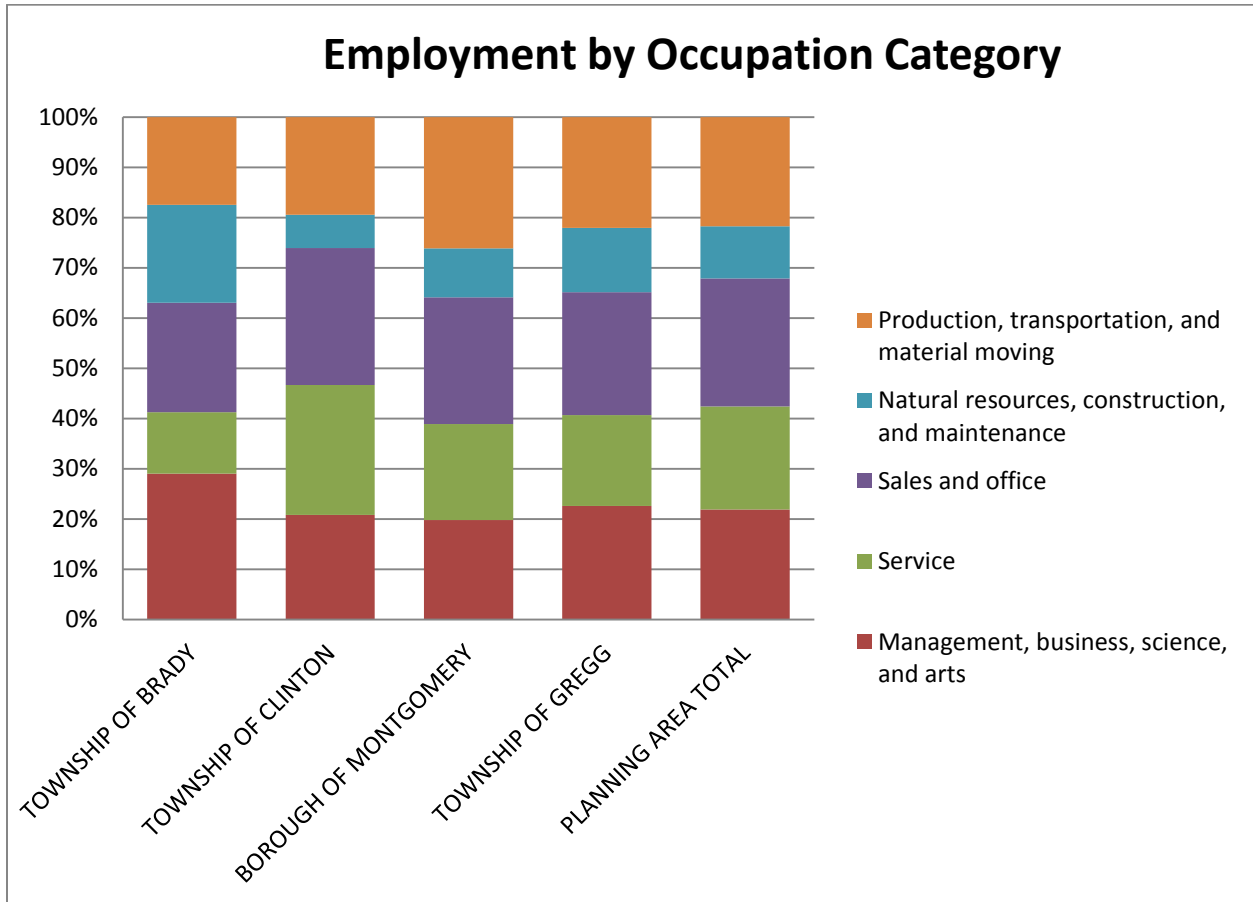
Current Zoning (for Lycoming County portion of Planning Area)

Data Source: Lycoming County Planning Department



	Vacant Land (Acres)	
	Zoned Commercial	Zoned Industrial
Brady	16.94	0.7
Clinton	72.75	199.82
Montgomery	1.76	0.34
TOTAL	91.45	200.86

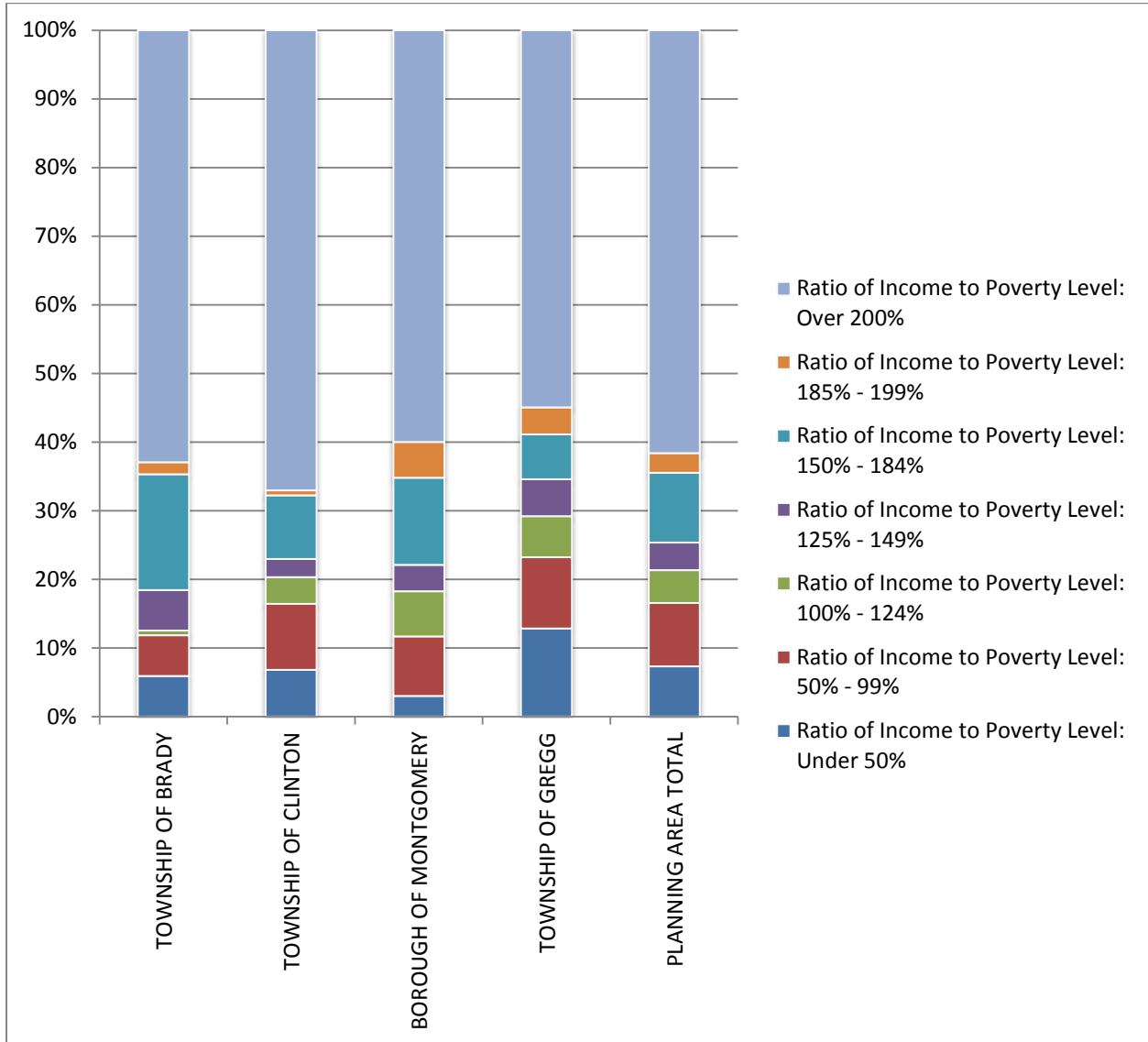
Employment



Poverty

2014 American Community Survey Estimates

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



Lycoming County Resource Management Services

Lycoming County operates a municipal and residual waste landfill which is adjacent to and located on property owned by the Federal Bureau of Prisons approximately 9.5 miles south of Williamsport on US 15. At the present time 9 million tons of waste are in place with additional capacity available to approximately 2026. The landfill construction features a full Subtitle D Liner system with 22 monitoring wells that are monitored every three months by a fully accredited laboratory for a variety of parameters. Test results are reported to PADEP. Several identified contiguous property owner water supplies are also tested to ensure no impact from the operation. The landfill offers a secure compliant disposal of household waste, sewage sludge, highway spills and local industrial customers. Easy local disposal helps curb illegal dumping.

Lycoming County also operates a 60,000 square foot regional recycling center which accepts single stream recycling from both home owners and haulers at competitive rates. By emphasizing recycling versus disposal or burner barrels, the landfill is extending its available life and promoting a cleaner local environment.

To help protect the local air quality, LCRMS operates an extensive gas collection system which gathers the landfill gas for sale to a 6.4 MW electrical generating plant. Half of the electricity is sold to the Allenwood Prison and half is sold for local distribution. The total power produced is enough for about 4000 homes. Excess heat from the operation is used to offset the use of fossil fuels in several county owned buildings.

Over 80 hauling companies use the facility to provide competitive rates for waste and recycling service. The whole facility provides jobs for over 70 county employees meaning money spent for safe handling stays local and promotes sustainable economy.

Project: Streetscape Improvements along SR 405 and 55

Municipality: Montgomery Borough

The Borough of Montgomery has expressed interested in undertaking a streetscape enhancement project along State Routes 405 and 54 to provide for a more inviting gateway in the community's downtown. A corner stone to this idea is the addition of a series of solar street lights which will display banners that detail the Borough's history, events, or notable places. Another key component of this project is to provide a highly visible space to acknowledge the Borough's citizens through the Hometown Heroes banner program which honors service men and women who have served or are serving our county in a branch of the military. In addition, the Borough will also be looking to provide a friendlier neighborhood feeling with enhanced pedestrian facilities that can promote improved livability in the community. Pedestrian facilities such as curb cuts, sidewalk repair, crosswalks improvements, and signage should also be installed where deemed appropriate.

Chapter 9, page 9-6 of the 2005 US 15 South Comprehensive Plan lists the development of a streetscape improvement and traffic-calming plan as a key strategic action for the Borough of Montgomery.

Project priorities* are as follows:

1. Enhance aesthetic appearance of the entrance to the Borough from SR 405/54 Bridge and then north along 2nd Street. This effort includes the installation streetlights and banners on the bridge, park improvements on both sides of 2nd Street, and sidewalk repair – specifically Montgomery Street. Also included in this effort would be the refurbishment of the Borough owned park just off of Houston Street.
2. Enhance aesthetics along Montgomery Street.
3. Enhance aesthetics along Main Street

*Please refer to map on next page for more information.

Potential Grant Funding:

- CDBG
- Susquehanna Greenway Partnership

Potential Project Partners:

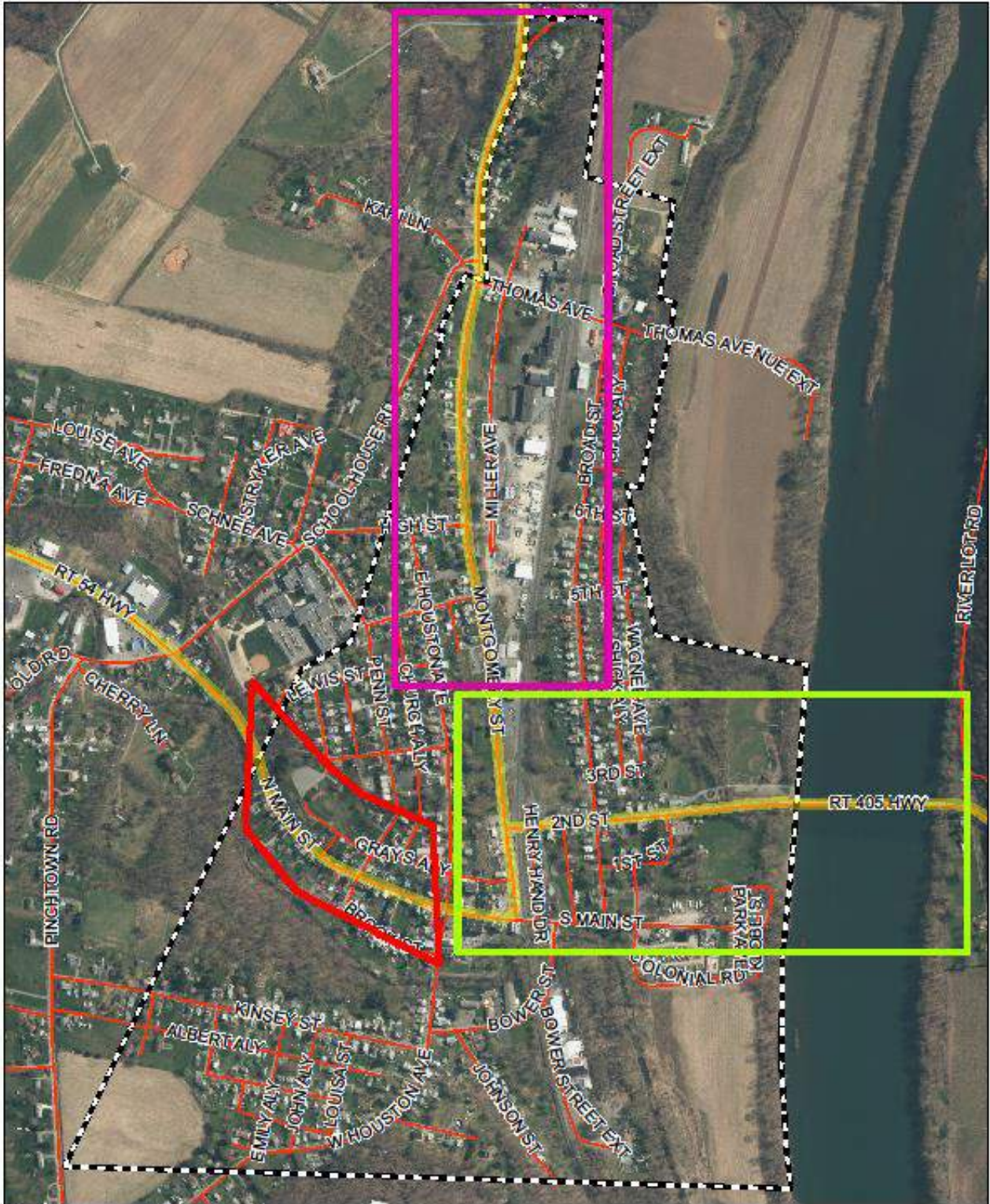
- Montgomery Borough
- Blackhole Creek Watershed Association
- PennDOT



Above: Richard Stackhouse Park at intersection of E. Houston Ave. & Main St. – an example of ideal aesthetics

Below: A park along West Houston in need of repair and modernization





- Priority 1
- Priority 2
- Priority 3

Montgomery Borough Streetscape Improvement Project



Summary of Amish Community at National, State, and County Levels:

The following information is provided to better understand the size, trends, and organizational structure of the Amish community within the Commonwealth and, more specifically, Lycoming County. According to 2016 data provided by the Young Center for Anabaptist and Pietist Studies at Elizabethtown College, there are Amish communities in 31 states and three Canadian provinces. The total estimated population was 308,030 in 2016, a 17.9 % increase from 2011 estimates, showing continued steady growth of the community. Pennsylvania contains the second most Amish settlements out of any US state with 55 and has an estimated population of 70,890. Within those 55 settlements there are 479 Church Districts. The oldest settlement, which is still in existence today, is located in Lancaster/Chester Counties containing an estimated population of 35,070 and from which the two settlements in Lycoming County have originated. Raber's Almanac (a yearly publication which lists important religious dates, schedules, and a listing of ministers & church districts) reports that Lycoming County's earliest Amish settlement was founded in 1976 and is located within the US 15 South Planning Area commonly referred to as the White Deer Valley. It has grown to include four church districts. The second recognized settlement was established in 1985 in the Nippenose Valley and is noted as having two church districts. **The total reported population of Amish within the White Deer Valley is _____ (TBD).**

The nationwide population of Amish continues grow, States with established populations, like Pennsylvania, reflect this trend – but are also seeing the emigration of newer families to other states with cheaper land, less restrictive regulations, and more seclusion from encroaching urbanization. Conversations with local Amish community members confirm that some new families have set out to create homesteads, form businesses, or expand agricultural operations, but found regulations and bureaucracy are a major deterrent for remaining in a local settlement. Therefore, although the Amish population in Lycoming County (and in the entire Commonwealth) continues to grow, a small percentage of new families are choosing to relocate to states with fewer regulations (such as stormwater management and sewage planning protocols). Another attraction to these areas would be more affordable real estate.

Project: Right size culvert system in Village of Allenwood

Municipality: Gregg Township

Gregg Township has expressed interest in advocating for a culvert enlargement and stormwater management project in the Village of Allenwood. The culvert, which conveys water from a small stream located along PA-44 that drains southeast towards the village. The stream is eventually diverted into swales along the state roadway and then sent into culverts which route the water underground as the stream reaches village. A system of storm sewers directs the water under US-15 (at its intersection with White Deer Ave) and eventually daylights around the intersection of 1st Street and Bridge Ave. During periods of heavy rain the stream has been known to exceed the capacity of the culvert resulting in the flood damage for nearby structures and shutting down traffic on US-15 itself. This problem has been noted since the 70's. Proceeding this write-up are two newspaper articles from 1976 & 1978.

Preliminary examination of this issue indicate that a combination of better stormwater management practices upstream (to prevent increased stormwater runoff) and the enlargement of the existing culverts would help to alleviate this issue. The following are steps to that can be taken to resolve this issue:

1. Have the Township Engineer review all proposed developments to ensure that there is no substantial increase in stormwater runoff, paying particular attention to developments upstream of this problem area. New stormwater facilities should be monitored to ensure proper functioning.
2. Have Township Engineer review existing culvert system and suggest feasible design modifications.
3. Incorporate SEDA-COG and PennDOT District 3 into this project discussion.
4. Seek funding for any proposed changes, or ensure that this project is incorporated into their TIP.

Potential Grant Funding Agencies:

- PennDOT

Potential Project Partners:

- Gregg Township
- SEDA-COG
- PennDOT

Aerial photo of stream

Map

STORM DRAINAGE
ALLENWOOD, PA

The retirement board also approved other pensions, including:

—A \$3,069 monthly pension for retired

Superior Court

hearings next March on their appeal that their alleged actions were not a crime.

PennDOT calls for storm flood study at Allenwood

Construction of a well graded ditch or storm sewer system has been proposed as a long term solution to Allenwood's storm flooding problems. A township study has been proposed.

Kenneth C. Larson, Jr., district engineer for Pennsylvania Department of Transportation, told Sen. Franklin L. Kury that the storm drainage problem is one that must be addressed by local municipal officials. "Although we would like to assist where we can, our resources are limited and we must limit our participation to construction of inlets and cross pipes. Our primary function in regard to drainage is to carry water from a natural drainage course on one side of the road to the other," Larson said.

PennDOT will participate in helping to ease the problem by widening the shoulder

and swale ditching from the cross pipe to the present intersection with Routes 15 and 44, Larson said, but he added that it will be necessary to obtain releases from adjacent property owners. PennDOT's right of way is only 33 feet in the area.

Larson said the problem is that there is a cross pipe under Route 176 at Allenwood, west of the intersection of Routes 15 and 44. The pipe overflows during severe storms and the overflow crosses Route 176 and continues across several properties. Drainage through the community has been a problem for some time and the overflow aggravates an already bad situation, he said.

Larson said PennDOT is encouraging the township to undertake an overall drainage study of the area.

Flash Flood Watch Issued

Storm Conditions Continue

A flash flood watch for this afternoon and tonight was issued by the National Weather Service because the same weather conditions exist as those which created flooding conditions in some areas yesterday.

Although the sun was out at noon today, the stagnant frontal system lying across the state is loaded with moisture, according to local weather service chief John T. Murray. Normal afternoon heating conditions could trigger showers and thunderstorms which could be heavy in some areas, he said.

Yesterday, a portion of Route 220 near Port Matilda was closed by flooding. At Allenwood, 4.69 inches of rain fell, causing some problems. And at Beavertown, in Snyder County, nearly six inches of rain was reported.

But at the Williamsport-Lycoming County Airport, the total was a moderate .52 of an inch. For about four hours, from 2 to 6 p.m., thunder rolled and lightning flashed.

But the Pennsylvania Power and Light Co. reported only scattered, minor power problems.

Allenwood reported 4.69 inches of rain from two storms yesterday

afternoon, the heavier of which came about 4 p.m.

Route 15 was covered with water the length of Allenwood and traffic was backed up by the slow movement of cars through town.

Residents reported the open drainage ditches in town could not handle the deluge. One resident claimed the ditches have not been cleaned since the 1972 Agnes flood.

Sump pumps were needed to

empty cellars of water and small ponds formed in backyards, but no serious damage was reported.

Other rainfall reports received by the weather service here for yesterday included two inches at Sunbury, 1.05 inches at Wellsboro, .9 of an inch at Troy, half an inch at Barbours, .28 of an inch at Jersey Shore and only .09 of an inch at Eagles

(Continued on Page 10, Col. 4)

House Debate Slated On Tax-Cut Measure

WASHINGTON (AP) — Months after President Carter proposed cutting income taxes by \$25 billion, the full House plans this week to begin debate on a considerably altered \$16.2 billion tax reduction bill.

The first tests of the bill will come before the House Rules Committee on Tuesday, as proponents of a compromise and Republicans who want a vote on a totally different

measure argue for a chance to put their ideas to a House debate.

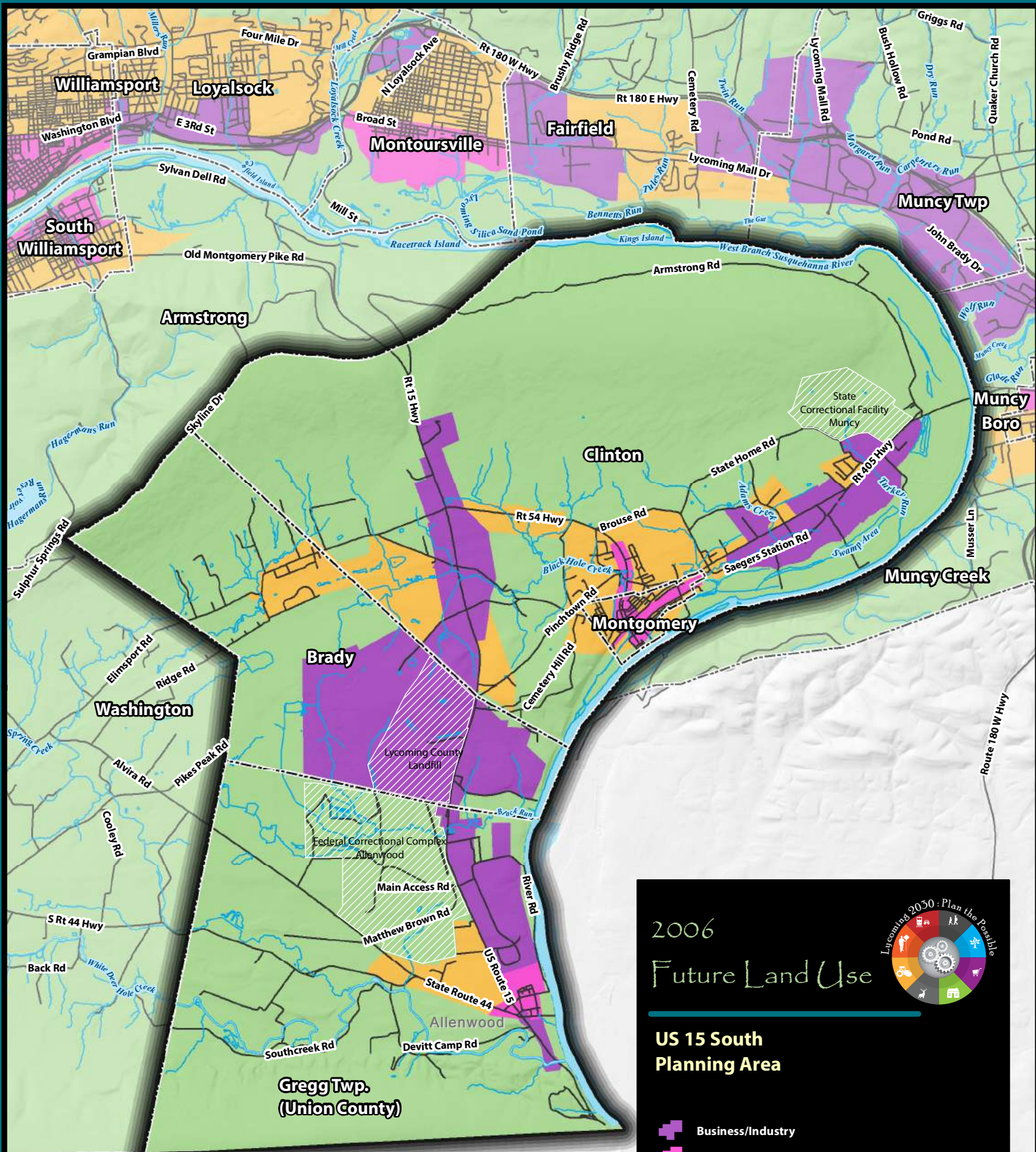
The current bill, recommended to the House by its Ways and Means Committee after weeks of negotiation, is criticized by Carter and liberal Democrats for the substantial reductions it would make in the taxation of capital gains — the profits on stocks, real estate and other assets sold after being held at least a year.

Several Democratic critics have joined forces behind an amendment

Nuclear Protesters

Appendix D








Reference Maps


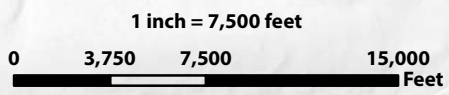


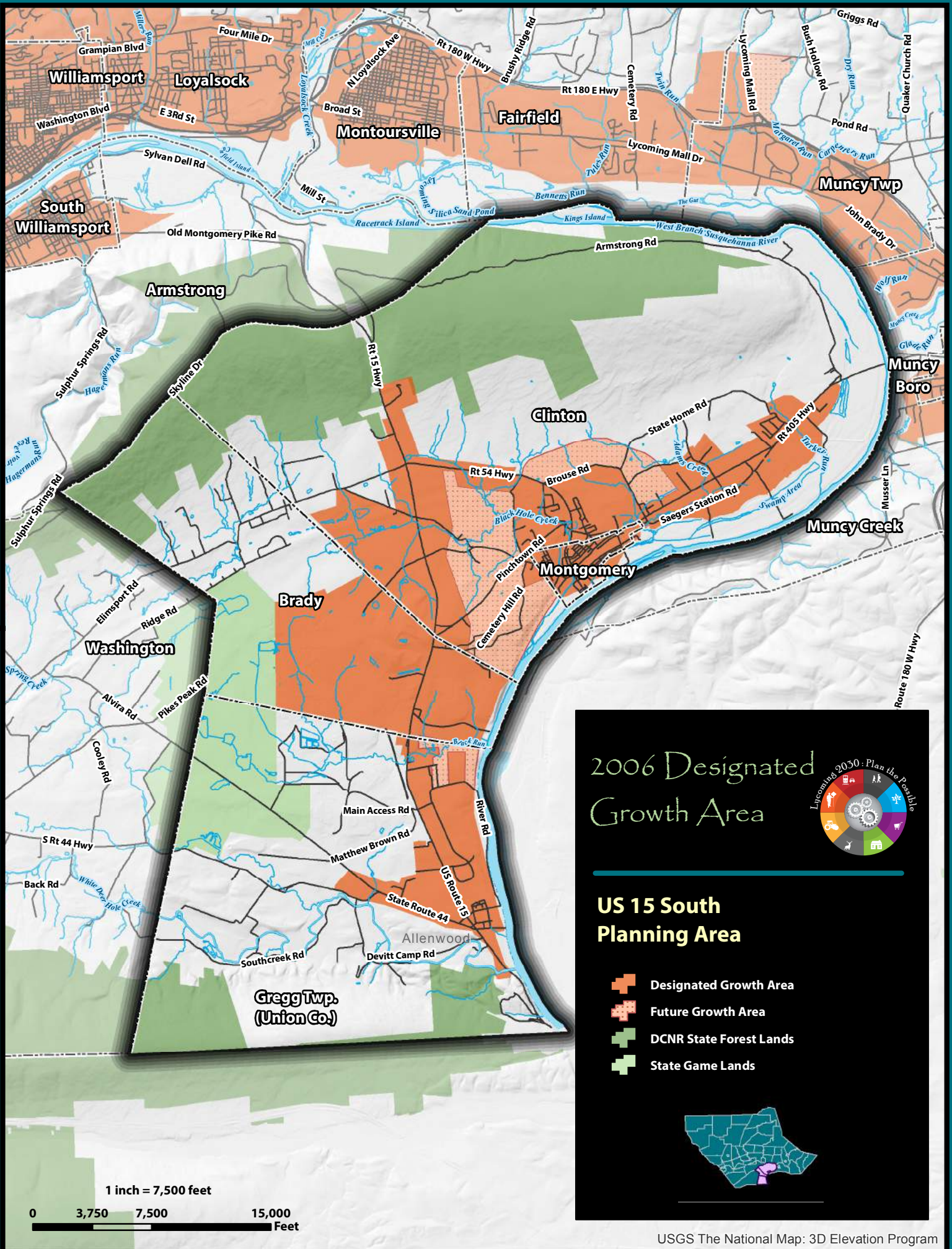
2006
Future Land Use

US 15 South
Planning Area

Lycoming 2030: Plan the Possible

-  Business/Industry
-  Downtown
-  Neighborhood
-  Rural
-  Rural Center
-  Village
-  Developments of Regional Significance



2006 Designated Growth Area



US 15 South Planning Area

- Designated Growth Area
- Future Growth Area
- DCNR State Forest Lands
- State Game Lands



Legend

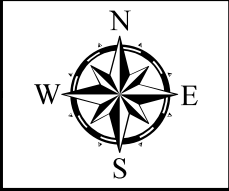
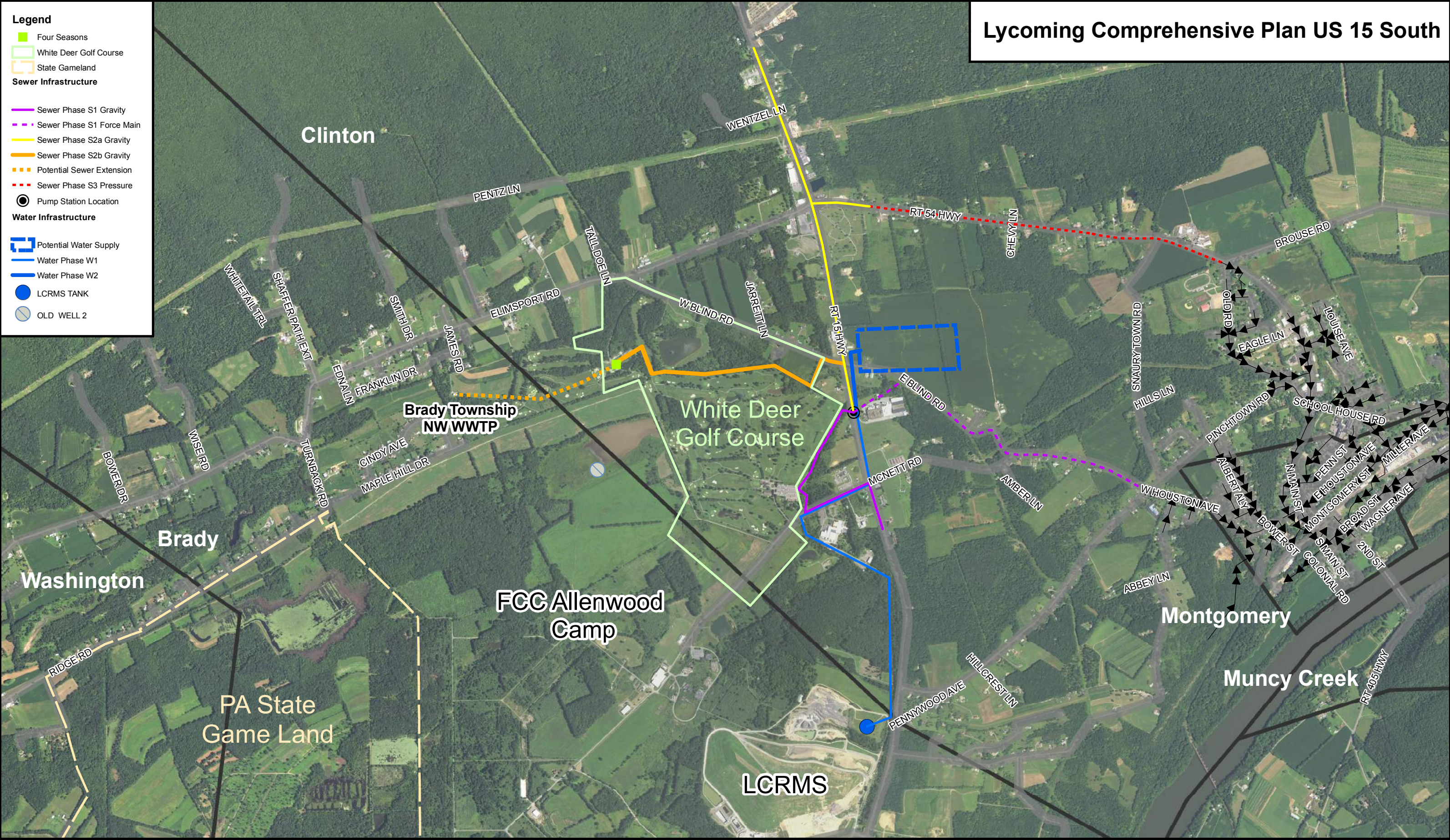
- Four Seasons
- White Deer Golf Course
- State Gameland

Sewer Infrastructure

- Sewer Phase S1 Gravity
- - - Sewer Phase S1 Force Main
- Sewer Phase S2a Gravity
- Sewer Phase S2b Gravity
- - - Potential Sewer Extension
- - - Sewer Phase S3 Pressure
- Pump Station Location

Water Infrastructure

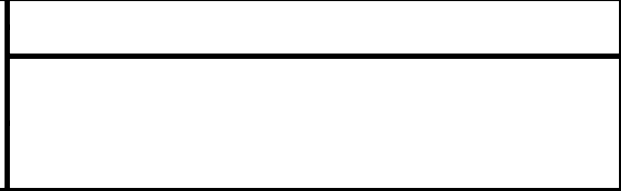
- Potential Water Supply
- Water Phase W1
- Water Phase W2
- LCRMS TANK
- OLD WELL 2



MAP BY: ZMS
 NOT TO SCALE
 DATE: 4/7/2017



**West Branch Regional Authority
 Route 15/54 Corridor Infrastructure Plan**



Appendix E

Plan Consistency & Plan References

The 2005 US-15 South 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.

Susquehanna River Bikeway Feasibility Study (2007)

The Lycoming County Economic Development and Planning Services engaged the services of Larson Design Group to conduct a field assessment to evaluate potential routes for a bikeway along the Susquehanna River connecting the South Williamsport Recreation Complex to Union County. Post-assessment, LCEDPS and Larson Design concluded the bicycle path to be a viable option, and continued development.

Union County Greenway & Open Space Plan (Draft)

The purpose of the Greenway and Open Space Plan is to provide direction for future greenway, land conservation, outdoor recreation, and trail initiatives in the county and to set priorities for action. The plan defines a network of connections between the county’s diverse natural areas, cultural and historic sites, recreation opportunities, and population centers. These links will help conserve natural systems, working farms, and scenic qualities while providing valuable recreation, community health, alternative transportation, and economic benefits for all to enjoy.

The Old Mill Corridor Plan(2012)

The Old Mill Corridor Plan was adopted in 2012 and prepared by the Lycoming County Department of Planning and Community Development in conjunction with Mackin Engineering, MACTEC Engineering, Larson Design Group, Williamsport-Lycoming Chamber of Commerce, SEDA-COG, the City of Williamsport, the Borough of Montgomery, and the US Environmental Protection Agency. The Plan was created to identify possible redevelopment of sites along the corridor. A feasibility study was completed along with market analysis, public meetings, charrettes, focus groups, and Stakeholder surveys. The implementation of the Plan will result in the area being reused as a hub for Marcellus Shale Servicing Companies and the transformation of the Montgomery Mill Office Building into a historical and community center.

Union County Hazard Mitigation Plan (2014)

Union County is at risk of damage from a variety of natural hazards: flooding, winter storms, tornado or windstorms, wildfire, earthquake, land subsidence, landslide, hurricanes, and drought. This plan explains a rigorous analysis of the potential effects of these natural hazards on the structures and infrastructure within Union County and proposes hazard mitigation measures to reduce the risk of a natural hazard leading to a disaster with property loss, business disruption, or even loss of life.

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