



**2017 MULTI-MUNICIPAL
COMPREHENSIVE PLAN REVIEW
AND
IMPLEMENTATION STRATEGY**
Route 15 South Planning Area
Lycoming County, Pennsylvania



Plan Adoptions

BRADY TOWNSHIP BOARD OF SUPERVISORS – Adopted August 14, 2017

CLINTON TOWNSHIP BOARD OF SUPERVISORS – Adopted July 24, 2017

MONTGOMERY BOROUGH BOARD OF SUPERVISORS – Adopted August 8, 2017

GREGG TOWNSHIP BOARD OF SUPERVISORS – Adopted August 7, 2017

Please refer to Appendix F for the Adopted Municipal Resolutions.

Acknowledgements

US-15 South Planning Advisory Team (PAT)

Wally Bohner, Representative of Montgomery Borough
Andy Onufrak, Representative of Montgomery Borough
Fae Herb, Representative of Montgomery Borough
Dale Breudle, Representative of Montgomery Borough

Mike Goetz, Representative of Brady Township
Linda Bower, Representative of Brady Township

Richard Barto, Representative of Clinton Township
David Eakin, Representative of Clinton Township
Edward Ferguson, Representative of Clinton Township
Charles Frey, Representative of Clinton Township
Ed Shrimp, Representative of Clinton Township

Doug Hovey, Representative of Gregg Township
Ken Kipp, Representative of Gregg Township
Gloria Munsell, Representative of Gregg Township
Tom Snoddy, Representative of Gregg Township

Michael Sherman, Representative of Lycoming County Planning Commission
Brett Taylor, Representative of Lycoming County Planning Commission
Tom Hamm, Representative of Lycoming County Zoning Hearing Board

Michael Hnatin, Representative of Lycoming County Resource Management Services
Lauren Strausser, Representative of Lycoming County Resource Management Services

Martha Huddy, Representative of Montgomery Historical Society
Stephen Huddy, Representative of Montgomery Historical Society
David Morehart, Representative of Montgomery Historical Society

John DelVecchio, Representative of Union County Planning Department
Robert Harding, Representative of State Correctional Institution at Muncy
Todd Winder, Representative of Clinton Township Volunteer Fire Company
Eric Moore, Representative of West Branch Regional Authority
Jason Fink, Representative of Williamsport/Lycoming Chamber of Commerce & Industrial Properties Corp.

Lycoming County Department of Planning and Community Development

Kurt Hausammann Jr., AICP, Director
Kim Wheeler, AICP, Deputy Director
Megan Lehman, AICP, Lead Planner
John Lavelle, AICP, CFM, Municipal Services Supervisor / US-Route 15 South PAT Lead

Consultant

Tetra Tech, Inc., Harrisburg, PA

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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 2017 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.

The US 15 South Planning Area is made up 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 runs 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 character 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 define 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 Planning Advisory Team’s (PAT’s) desire to preserve the established character of these communities, the team also realizes that a balanced approach must be taken to encourage economic growth of the region. Currently, this Planning Area is composed 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. As a result of 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 that are intended to invite additional economic development. The growth area also features the presence of a Norfolk-Southern rail line and the extension of public water and sanitary sewer infrastructure. Natural gas service is currently available at the Great Stream Commons, Pennsylvania College of Technology’s Earth Science Center, and the Bureau of Prisons property in Gregg Township, and there is a possibility of constructing additional natural gas supply lines along US-15, thereby stimulating further development incentive.

US-15 South Planning Area

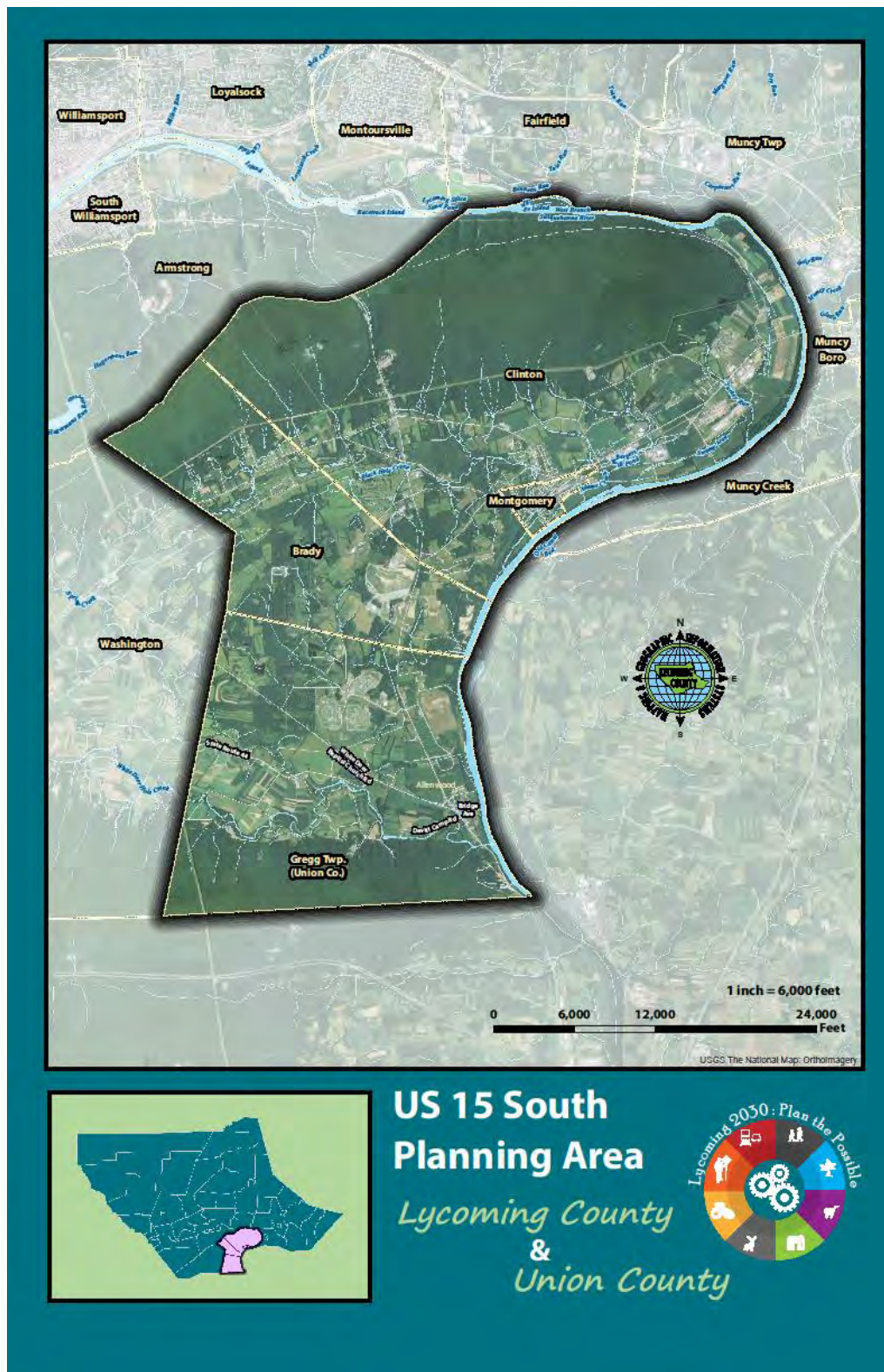
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An exhaustive comprehensive planning effort for the US-15 South was last conducted a little more than 10 years ago and resulted in a multi-municipal plan that was completed and adopted in 2005. During the 2017 review process, the issues, priorities, and key recommendations in the 2005 document were revalidated as a planning baseline for the 2017 update. The 2017 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 2017 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 multi-municipal comprehensive plan every decade.

US-15 South Planning Area
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Figure 1. 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): 11,649 persons; 7.63% increase since 2000

Table 1. 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

Table 2. 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 3,679 incarcerated persons. Refer to Table 2 for more detailed breakdown.

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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

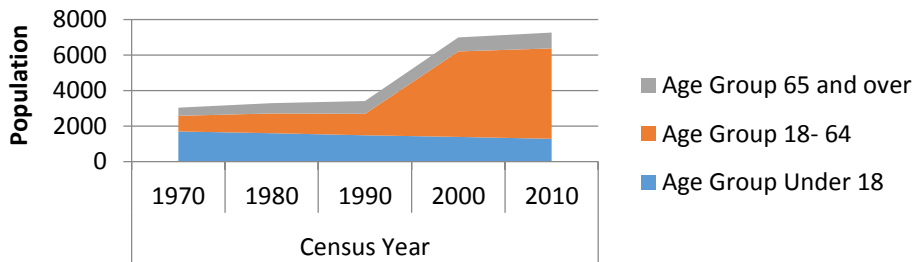
*Community Population is defined as the total population minus the institutionalized population.

*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:

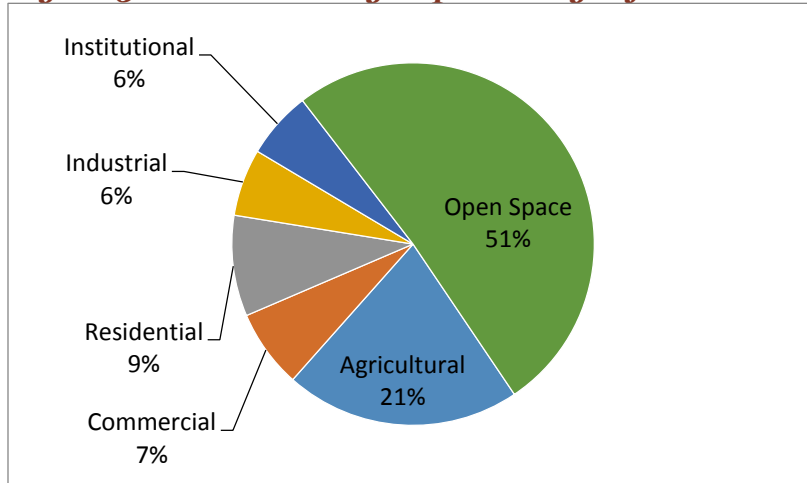
- Brady Township: Federal Prison Camp was closed prior to the 2000 census
- Clinton Township: The State Correctional Institution at Muncy (SCI Muncy) was originally established in 1920 as the Industrial School for Women, and later incorporated into the Pennsylvania Bureau of Corrections in 1953 as Muncy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

Figure 2. Population Composition by Age, 1960-2010



ZONING

Figure 3. 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

Figure 4. 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 Comprehensive Plan with emphasis placed on developing implementable strategies to address the current set of prioritized issues. This review is organized into four (4) sections.

The Plan Overview section presents background of the US-15 South Planning Area including highlights of its 2005 Comprehensive plan, geography, and demographics.

The Implementation Strategy section identifies seven (7) priority issues. These (7) were determined to be the most important, within the US-15 South Planning Area, out of the top 14 thematic issues commonly identified across all multi-municipal planning areas during the 2015-2017 comprehensive planning process.¹ Following each priority issue is the PAT’s “top viable project(s)” and implementation plan, as well as a list of additional projects chosen by the PAT to be highlighted in the plan. The PAT will continue to meet at least twice a year to evaluate implementation progress. After a top project is completed under one or more of the priority issue categories, the PAT will have the opportunity to complete an implementation plan for the other projects on the list and create specific Project Delivery Teams (PDT) to begin implementation of the additional project(s). The PDT will include those individuals responsible for planning and executing a particular project. The PDT will be prepared to provide status updates on project 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 planning area for which the PAT has recommended changes in the designated growth area boundaries, future growth area boundaries, and/or future land uses.

The Appendices are the final section of this document and include the following items:

- A. Plan Process
- B. Planning Advisory Team Meeting Summaries and Reports
- C. Results of Research and Analysis
- D. Reference Maps
- E. Plan Consistency and Plan References
- F. Municipal Resolutions

¹ See Thematic Issues List at the end of Appendix A

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 improper disposal of hazardous chemicals or infiltration of man-made products including gasoline, oil, road salt, pesticides, or fertilizer runoff into water supplies.

Four major factors were identified as having potential impacts on the 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 real impact on its public health and quality of life.

The northern section of the US 15 South Planning Area is defined as the Borough of Montgomery and the 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 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 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 3 months by a fully accredited laboratory for a variety of parameters. Test results are reported to PADEP. Several contiguous property owner water supplies identified are also tested to ensure no impact from the operation. The landfill offers a secure compliant disposal for household waste, sewage sludge, highway spills and local industries. Easy local disposal helps curb illegal dumping.

For more on LCRMS, reference Appendix C

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- 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 is drawn from either the Spruce Creek Reservoir (located northwest 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 draw on private wells, some of which have been noted to have significant quality issues.

Priority Issue Overview Members of the US 15 South PAT identified two main water quality concerns:

- Source water protection
- Well Head design and maintenance

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

There has been notable progress in terms of agricultural operations in some parts of this Planning Area. The US 15 South Corridor has many farm operations that 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 establish 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 lack of regulation 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

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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 approach should include a mutual agreement with Montgomery Borough to provide 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 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 prevention of ground and surface water contamination. Groundwater 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 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.

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- 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.

Source water must be better protected to avoid the possible repeat of that situation. 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 after 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 of this project 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 implementation of best management practices (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 and source water protection program for all public water systems in this PAT. This program will encompass 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 groundwater and development of a program to track and clean up illegal dump sites.
- Develop a model ordinance to regulate activities that would impair 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 that have a high probability of negatively influencing groundwater quality. If implemented, these regulations must be enforced to ensure the preservation of our water quality.
- Promote agricultural 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 cleanup 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

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- Identification and careful monitoring of hazardous materials production, use, storage, transport, and disposal (see County’s geographic information system [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,
- BMPs for storm water management, including 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 WBRA is best suited to take on the role of lead agency for this project.

Other Partners – Montgomery Borough and 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), the Pennsylvania Department of Transportation (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 use of BMPs 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 writing the source water protection plan.	2018 – 2027 Planning process will begin as funding becomes available.	WBRA
3	Conduct a source water assessment to delineate the contributing land area of the water source and inventory existing / potential sources of contamination within that area.	Within 60 days of project start date	WBRA/Consultant

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STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
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
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 U.S. Geologic Survey 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., PADEP, and other partners to hold Household Hazardous Waste collections.	Periodically as funding allows	WBRA

FUNDING RESOURCES

- Water Resources Education Network (WREN) grants
- PennVEST: Grants and low cost financial assistance
- PA DEP: Growing Greener Watershed Protection
- PA Department of Conservation and Natural Resources (DCNR)
- U.S. Environmental Protection Agency (U.S. 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. By delineating the source water protection area and inventorying known/potential sources of contamination the West Branch Regional Authority can measure the susceptibility of their water supply and possibly mitigate future instances of contamination.

2. DEVELOP A MODEL ORDINANCE TO ELIMINATE OR CURB THE USE OF BURNER BARRELS AND DEVELOP A PROGRAM TO TRACK/CLEAN 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 that seep into the soil and groundwater aquifer or spread via stormwater runoff into streams.
- Initiatives such as community cleanup days and trash disposal education must be promoted to get residents interested and engaged.
- These regulations must be enforced to ensure a behavior change.

3. DEVELOP AND PROVIDE EDUCATIONAL MATERIAL REGARDING SOURCE WATER PROTECTION

An educated and informed public is a community's best means of ensuring a healthy water supply. Outreach efforts should cover a wide array of issues including, but not limited to, the following topics on source water protection:

- Presentations to local school and civic organizations
- Organization of stream and wetland cleanup days
- Provide information on how to properly dispose of household hazardous waste
- 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 alone is made up 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 levels is the most local form of government in Pennsylvania. As such, it allows citizens easy accessibility to government officials. This accessibility 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. These services 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 Pennsylvania 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, volunteer fire companies (VFC), emergency medical services (EMS), zoning, codes, sewer, water, stormwater and other infrastructure, and public work programs.

A good local example of multiple municipalities joining forces to work toward 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

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unfunded federal mandate of the U.S. EPA that requires designated municipalities to prepare Chesapeake Bay Pollution Reduction Plans (CBPRPs) 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 Pennsylvania Department of Environmental Protection (PADEP). 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, which 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 2017 Comprehensive Plan update, the US 15-S PAT members acknowledged that fragmented government services have impacts in their planning area. Of particular concern amongst Brady Township, Clinton Township, and Montgomery Borough was the ability to provide adequate and essential emergency services for Fire and EMS because of 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 7 days a week coverage 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, 7 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 is 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 the requirements of the EMS Act, local municipal codes also regulate the provision of emergency services. Clinton and Brady 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 three townships and one borough are also required by their 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 HazMat 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 credentialed as the driver as well. This credential requires an additional 16-hour driving course. The cost to equip a fire fighter is in excess of \$10,000. The extensive training hours and costs required to become a volunteer fireman or EMS personnel are making it 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 issue is statewide. Since 1985, the number of volunteers in Pennsylvania has declined from 152,000 to 70,000. There are 2,462 fire companies in Pennsylvania – most of them are volunteer companies. Across the state, volunteer

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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 more than 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 on 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 as a result of limiting capabilities, funding, 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 are 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 5-year period between 2012 and 2017, 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 increase in personal care and assistance requests as opposed to traditional emergencies. Within the US 15 S Planning Area, the number of 911 calls that resulted in emergency service providers dispatched to this area has been reported to generally reflect the trend experienced by the County as a whole.

Table 2.1 Lycoming/Sullivan County 9-1-1 Center Activity 2012 - 2016 YTD

Lycoming/Sullivan County 911 Center Activity 2012-2017 Year to Date (YTD)						
	2012	2013	2014	2015	2016	Up to 8/2017
Fire/EMS Incidents	17,378	16,915	17,314	18,856	18,601	13,062
Police Incidents	43,068	40,403	41,397	42,532	43,773	32,872
Total 911 Calls	61,598	59,836	60,628	58,223	56,295	35,659
Working Fires	126	97	125	113	137	98
2nd Alarm Fires	19	18	27	11	12	10
3rd Alarm Fires	1	2	3	2	2	2
MVA w/entrapment	74	46	80	75	64	31
Water Rescues	19	11	17	11	20	10

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. 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. As a result, 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 on things such as annual budget, funding needs, service delivery parameters and requirements, operational management, and problems encountered. If this communication 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 around the clock EMS services in their municipalities, the following five impacts are possible:

- Program administrative costs for municipalities can increase further
- 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 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 potential strategic approaches for addressing this issue, including:

- Sharing 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

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- Expanding utilization of West Branch COG
- Exploring the possibility of implementing a Payment in Lieu of Taxes (PILOT) program – for emergency service users that do not contribute because of tax exemptions (e.g., Keystone Opportunity Zones), county housing residents)
- Developing 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 three municipalities and their 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 and 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 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 before the consultant is hired.

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 years
- Response time
- What are there gaps of providing around the clock service?

- Number of paid staff and volunteers
- Average salary of employee
- The changes from volunteer to paid programs (EMS)
- Average age of volunteer (Are the youth 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 full-time 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 three-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 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 providing 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, the local PAT members can begin the dialogue and collect the needed data and information to 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 in and support this effort.

Other Partners – Fire Chief’s Board and Hospitals.

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STEPS FOR SUCCESS

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 AND DPS Staff 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	2018 - 2019	PAT municipalities

FUNDING RESOURCES

Applicable potential funding sources will be developed by the Steering Committee in the Jan-Jun 2018 timeframe. Shared Municipal Services grants through DCED's Local Government Services department are applicable.

Additional Projects, Programs and Initiatives for this Issue

1. EXPAND UTILIZATION OF WEST BRANCH COUNCIL OF GOVERNMENTS (COG)

There may be opportunities to expand the role of the services provided by the West Branch COG beyond the current bulk purchases scope of services. The Pine Creek COG can serve as a model for providing an expanded role for providing coordinated/shared services in the US 15-South Planning Area. The Pine Creek COG offers intergovernmental cooperation opportunities including policy development, regional representation, planning, and project development and implementation. Representatives of the US 15-South Planning Area can coordinate with the Pine Creek COG and engage in a dialogue for additional information. Pine Creek COG: <http://www.pinecreekvalley.com/PCCOG/>.

2. 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: a discussion should be had to evaluate the possibility of implementing a per capita fire tax at the County level.
- Payment in Lieu of Taxes (PILOT) – in exchange for tax exempt status, businesses and organizations should be required to discuss a PILOT-like agreement with emergency service providers since these groups will not be required to contribute through traditional tax payments. Industrial properties with KOZ status and public housing developments are two examples of tax exempt entities that disproportionately utilize emergency services while providing very little operational funding to these providers. Guidelines for this program can be created at the County level to provide municipalities and service provider's guidance on how to establish an equitable use – to – cost ratio.

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

- Engage area youth to build interest in volunteerism at an early age
- Identify existing programs with a focus on civic engagement, such as Leadership Lycoming, and encourage them to showcase the need for volunteerism in the delivery of local government services
- Develop a public engagement / social media strategy to strengthen outreach efforts

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%) 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, 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 supporting infrastructure, such as improved access, parking, and boat launches, to reach those sites. Another challenge to be addressed is the lack of good multi-use trails, like the Allenwood to Montgomery trail mentioned later in this write-up. Enhancing the accessibility of existing recreational assets as well as building connections and linkages between these features will also allow residents and visitors to fully enjoy the Planning Area’s diverse outdoor recreation options, 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, 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 by implementing 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:

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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.

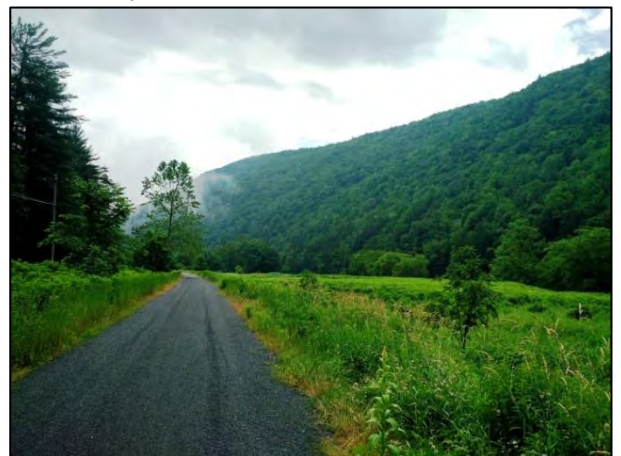
Gregg Township (Page 9-15):

- 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 use 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 greatest needs for safety improvements in the Planning Area. To that end, there is a need for Planning Areas and PennDOT to account for pedestrians through design concepts (wider shoulders, visibility, and similar measures) 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 that the completion of an ongoing project to create a section of aggregate surfaced trail on a former rail bed that connects Montgomery Borough to



*Example of Aggregate Surface Trail on Former Rail Bed
Pine Creek Rail Trail, Lycoming County
Source: Staff photo*

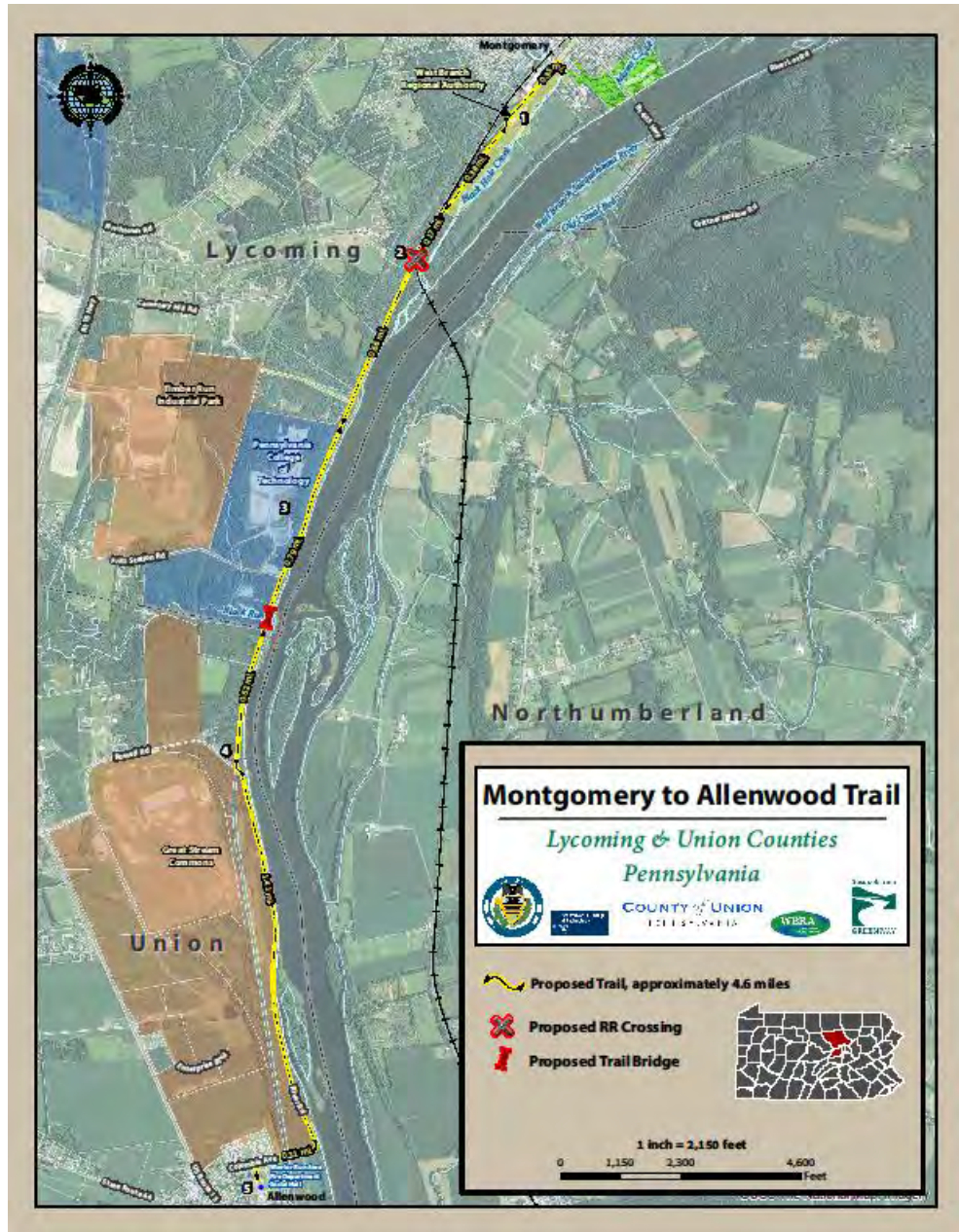
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the Village of Allenwood as their top priority for this issue. This section of Allenwood/Montgomery trail would be part of the planned Genesee-Susquehanna Greenway that will connect Lake Ontario in the north to the Chesapeake Bay in the south. The section of trail connecting Montgomery to Allenwood will be approximately 4.5 miles long 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. Completion of this trail project 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 jeopardizes the ability to greatly enhance 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 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 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 enhancement or development of access points to the Susquehanna River for recreation.
4. Determine a strategy for prioritizing projects. Consider available funding options, need, community impact, and organized groups that can assist in implementation efforts.
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 railroad was constructed.

Funding for the Allenwood/Montgomery trail project will consist of a combination of seed money acquired by the Susquehanna Greenway Partnership, which will be applied 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.

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- 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 2018	Susquehanna Greenway Partnership
2	Complete designs for new trail Framework	2018-2019	PDT
3	Secure funding	2018-2019	Duties as assigned by PDT
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	PDT
7	Identify locations to connect existing pedestrian infrastructure to the Montgomery-Allenwood Trail	2018-2020	PDT
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.	2018 and after	PDT

FUNDING RESOURCES

- PA Department of Conservation and Natural Resources
- Rails to Trails Conservancy
- PA Department of Community and Economic Development Multimodal Transportation Fund

Additional Projects, Programs and Initiatives for this Issue

1. LIST AND PRIORITIZE MUNICIPAL PARKS & REC ENHANCEMENTS THAT ARE NEEDED IN THE US-15 SOUTH PLANNING AREA

- a. Catalogue and list needs of each park.
 - i. A specific example project that was mentioned through this planning process was the Montgomery Borough Park Enhancement Project. This project includes upgrades to the park pavilion and the carnival grounds. Final designs need to be completed and funding needs to be secured.
- b. Coordinate identified projects with the County Recreation Plan update.

2. EXPAND THE PURPOSES OF THE LYCOMING COUNTY RECREATIONAL AUTHORITY

Work with the County to explore a broader role for the Lycoming County Recreational Authority to help address recreational needs, oversight, and management of recreational facilities beyond the White Deer Golf Course.

3. IMPROVE TRAIL ACCESS / CONNECTIVITY

- a. Support the construction/implementation of the Bald Eagle Mountain Ridge Trail.
- b. Support the construction/implementation of the Allenwood to Montgomery Trail Project.
- 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 promote and enhance the recreational assets of this Planning Area.

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 that should be protected to preserve the 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 has enacted a 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



*Map of Alvira, Gregg Township
 Image provided the late Gary Weaver, descendant of a prominent Alvira family.*



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

major TNT production plant 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

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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 and 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 where 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 use collective bargaining to help purchase and transport goods at more reasonable rates. Currently, the Grange is standing, but needs 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 bodyguard 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 3-foot aluminum marker has been placed near his grave marking his place in American history by the Daughters of the American Revolution.



Above: Eagle Grange No. 1, Clinton Township
Source: www.hmdb.org

Below: Michael Sechler Grave Marker, Clinton Township
Source: Staff photo



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 its quarterly meeting.

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Highlighting the tenuous nature of historic structures that are not 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 historic 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

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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 limit 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 THE 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 are not currently part of any official inventory or preservation plan. This project will create partnerships and 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 and ordinance revisions to promote the adaptive reuse of historic structures

HOW PROJECT ADDRESSES THE ISSUE

The expertise of historical societies and agencies makes them best suited for identifying 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 the municipality has identified as historically or culturally significant.

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 commissions and PCD. Historical and cultural organizations are best suited to lead this project because they are most familiar with the cultural heritage in the county and how to best determine sites and structures in need of protection. The PAT has concluded 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. The identification and preservation of historic assets is a countywide issue of importance; therefore, County staff will assist as necessary.

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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 2019	Local Zoning & Planning Officials Montgomery Area Historical Society Volunteers Local Officials
2	Create a Countywide 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 2019	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 2019	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 promotion of historic sites, tax incentives, façade improvement programs, as well as technical assistance.	Mid - Late 2019	Historical Societies and Agencies Local Officials PCD Staff Member
5	Review local ordinances and identify opportunities for improved protection. Discuss viability of regulatory tools for preservation with each municipality.	Mid 2019	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	Late 2019	Historical Advisory Committee

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	for performance bonuses for historic preservation		
7	Delineate historic districts through the adoption of zoning amendment where appropriate and desired by local government	Late 2019	Historical Advisory Committee
8	Adopt Standards for adaptive reuse where appropriate and desired by local government	Late 2019	Historical Advisory committee
9	Develop and offer educational programs to showcase local historical assets	On-going	Historical Societies and Agencies

FUNDING RESOURCES

- 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 building was the site of the first Grange in Pennsylvania.

- Find an adaptive, new, or additional uses for the site (such as 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 religious services.

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. Sechler 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, development of vacant parcels and retention of businesses have 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 on 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 groundwater 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, a historical issue is 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.

Source: Staff photo



The most significant accomplishment that has transpired in this Planning Area since the 2005 Plan was adopted was the formation of the West Branch Regional Authority (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 PADEP Chesapeake Bay Tributaries Strategy. The WBRA consolidated the sanitary sewer infrastructure previously owned by Clinton Township,

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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 Source: Staff photo

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 Pennsylvania 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:

Table 2.2 Public Utility Providers in US-15 South Planning Area

<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 began 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 2013 and provides assistance with managing and planning for the water infrastructure. In 2015, the WBRA began offering services to local municipalities for stormwater infrastructure location, cleaning, and televising. In addition, in 2017 WBRA assumed operation and maintenance responsibilities for the Brady Township Package Plant on a contract basis. 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 its service area to homeowners with failing on-lot systems.



Brady Township's Small Treatment Plant Source: Staff photo

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 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 2017 Comprehensive Plan expands the issue to also include concerns that the suboptimal soil composition throughout the corridor is contributing to failing on-lot septic systems, which result in groundwater 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 more than 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 densities, lack of funding opportunities, and limited institutional capacity have prevented the completion of previous plans.

As outlined in 2005 US-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. To create this infrastructure, the WBRA will need to seek additional funding to offset the cost of its service expansion. The WBRA is reviewing a number of potential funding sources with Lycoming County PCD.

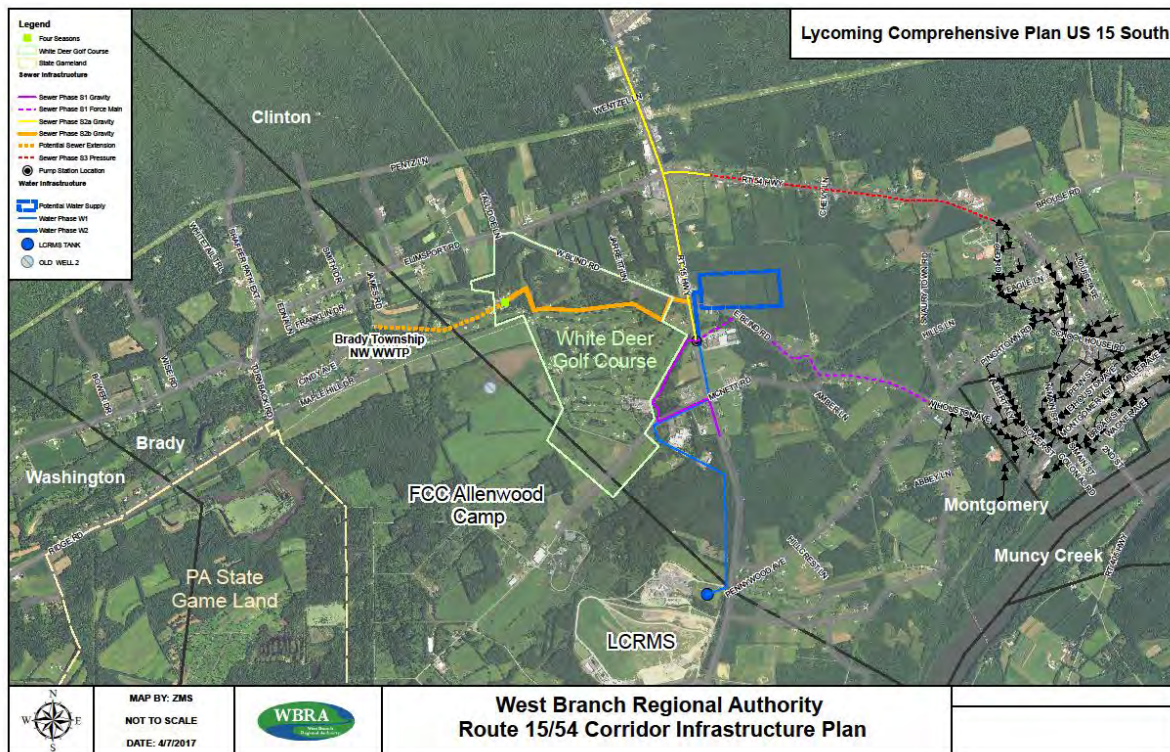
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Key Implications There are numerous negative implications for the corridor if funding cannot be secured to implement the needed water and sewer expansion. Existing on-lot systems will likely continue to fail along Route 54 and US-15 South. Since 2005, commercial developments at the intersection of US 15 and SR 54 have been forced to rely on holding tanks in lieu of on-lot systems because of the soil 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 groundwater contamination. In addition, failure to implement new water and sewer infrastructure will force new developments 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 decide that it is no longer economically viable to operate in an area that lacks public water and sewer. To further emphasize the importance of this issue, landowners 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. The map below illustrates the WBRA's proposed plan for extending sewer and water infrastructure into the growth corridor of the Planning Area.



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 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 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 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 Planning & Community Development and Resource Management Services Departments, 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 only covers sewer)	2017	WBRA, Lycoming County
5	Funding identification and	2017 - 2020	WBRA

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STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	prioritization		
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 RESOURCES

- PENNVEST
- U. S. Dept. of Agriculture (USDA) Rural Development
- Community Development Block Grant (CDBG)
- PA Redevelopment Assistance Capital Program (RACP)
- US Economic Development Administration (US EDA)
- Local funding from the County of Lycoming

Additional Projects, Programs and Initiatives for this Issue

- 1. EXTEND PUBLIC UTILITIES TO RESIDENTIAL PROPERTIES ALONG CEMETERY AND PINCHTOWN ROAD THAT BORDER CLINTON/BRADY MUNICIPAL BOUNDARIES.**
 - These properties have a need for public water (which would be supplied by the WBRA) and public sanitary sewer service (which would be supplied by the Gregg Township Municipal Authority)
- 2. PROVIDE PUBLIC SEWER AND WATER TO THE COMMERCIAL/INDUSTRIAL PROPERTIES AT THE TIMBER RUN INDUSTRIAL PARK IN ANTICIPATION FOR WHEN THE SITES ARE READY FOR DEVELOPMENT.**
 - Coordinate 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 ON A CONTRACT BASIS.**
 - Consolidation of these two systems would potentially reduce the operation and maintenance costs for the Township as their infrastructure continues to age and require repairs/improvements.
- 4. EVALUATE THE POSSIBILITY OF ESTABLISHING WATER SUPPLY REDUNDANCIES (EMERGENCY BACKUP SYSTEMS) AND INTERCONNECTIONS.**

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- There's an opportunity for the WBRA to partner with SCI Muncy to utilize the institution's water supply as an emergency supply of water in case of water supply complications. This possibility should be explored in greater detail to determine if a partnership is viable.
- Water wells which are locations on Federal property wells may soon come under Lycoming County Ownership

5. EXTEND A FORCE MAIN SEWAGE COLLECTION ALONG DEVITT CAMP ROAD IN GREGG TOWNSHIP TO SUPPORT WHITE DEER RUN TREATMENT CENTER FOR A PLANNED FACILITY EXPANSION.

- The Gregg Township Municipal Authority will take the lead on this project.

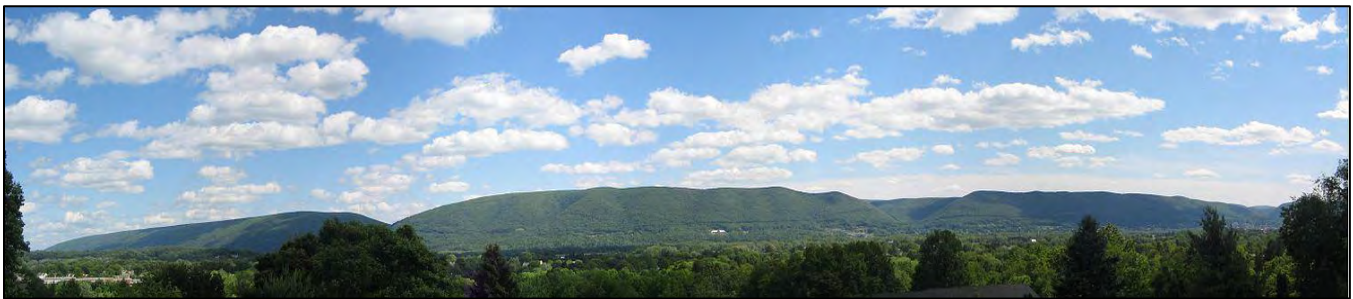
6. ALLENWOOD STORMWATER ISSUE (PLEASE REFERENCE C.3.4.1 IN THE APPENDICES FOR ADDITIONAL INFORMATION)

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 separate 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 include 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, efforts are currently under way by WBRA and Lycoming County to seek funding to extend these services into the US 15 corridor and surrounding area. These infrastructure investments are needed to support new development in



*Timber Run Industrial Park (Brady Twp)
Real-estate Advertisement
Source: Staff photo*

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the corridor. With infrastructure fully developed, the entire Planning Area can reap significant positive economic benefits. New infrastructure 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 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, U-15 South PAT members seek to limit access points through shared driveway 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 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 zoning ordinances

In anticipation of these utility extensions, a development strategy is needed for the US-15 South Planning Area 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:



*Entrance Sign at Great Stream Commons (Gregg Twp.)
Source: Staff photo*

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- Inventory of available or underutilized land
- 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 created by 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 Comprehensive Plan update builds on that earlier document and recommends a more comprehensive approach. The 2017 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.

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- 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 that 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 apply for grant funds to improve site suitability for desired development.

These issues could also cause other unintended consequences such as not effectively showcasing Montgomery Borough as a destination for new investment through 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 US-15 South Planning Area Team’s master planning process include the following issues:

1. Determine how the Central Susquehanna Valley Thruway will affect 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, and 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, or business constraints to identify the most appropriate recommendations for future growth along the corridor. This study will assess a variety of existing conditions including 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 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 on 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 development 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 that 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 benefits 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 that will provide the basis for the long-term success of the plan. In addition, the implementation strategy will include 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 and obstacles to proposed redevelopment scenarios? (such as level of owner interest, infrastructure, and regulatory-environmental issues)
- Create a development timeline and 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

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- 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, Penn College of Technology

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 project 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	2018	Lycoming County PCD
2	Select a Project Delivery Team (PDT)	Late 2018	Montgomery Borough, Brady Township, Clinton Township, and Gregg Township, Williamsport/Lycoming Chamber of Commerce, West Branch Water and Sewer Authority
3	Determine the relevant impacts of	Late 2018	PDT with Consultant

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

FUNDING RESOURCES

- Municipal Assistance Program (MAP), DCED
- Lycoming Economic Development Foundation Fund, First Community Foundation of Williamsport
- Supplemental Planning Funds, Federal Highways Administration
 - Currently seeking funding to study the localized impact of the CSVT project

Additional Projects, Programs and Initiatives for this Issue

1. CAPITALIZE ON OUTDOOR RECREATION ASSETS, WHICH ARE ALREADY PRESENT IN THE CORRIDOR, FOR ECONOMIC DEVELOPMENT OPPORTUNITIES

Given the outdoor assets that already exist within the corridor including: various hiking and biking trails, Susquehanna River, and hunting grounds an effort should be made to capitalize on these assets. Building on the strengths and potential of already existing within the Planning Area, is also known as “asset-based development.” This approach includes recognizing and promoting local parks, lands, facilities, the talents and initiatives of individuals within the community, and supporting regionally significant initiatives such as the PA Wilds and Lumber Heritage Region.

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

Communicate employer’s needs to educational institutions that are best suited to 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

Support beautification and signage efforts that promote community character, history, and serve as a gateway to Montgomery Borough. Additional information regarding desired improvements to the Borough’s streetscape can be found in Appendix C-20.

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 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 safe and walkable 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. There are sidewalks and other infrastructure in place to accommodate pedestrians in the Borough of Montgomery, some adjacent contiguous areas of Clinton Township, and in the Village of Allenwood (Gregg Township). 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, and SR 44). In consideration of the fact that nationwide data (Fatality Analysis Reporting System, National Highway Traffic Safety Administration, 2015) show 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 limits 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 the pedestrian is 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

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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 upgrading 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, however, provide suggestions for improving the safety of non-motorized road users. The plan also outlined a number of Key Strategic Actions that are cited 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 of developers, if neighborhoods and common destinations not required. Retrofitting trails into existing development is also possible, particularly when the entire community supports 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):

- Promote maintenance of an adequate and safe transportation network through 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. 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. The PAT should seek to answer the following questions to improve this planning process and road user safety:

- 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 affect their needs. They can thus 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 and 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 on road sections that are determined to be unsafe:
 - i. Provide wider shoulders,
 - ii. Install signage warning of pedestrian and horse and buggies in areas of poor visibility or grade change,
 - iii. Utilize reflective vests on pedestrians or decals and blinkers on buggies when and 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 are not 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 arising from cultural differences. These issues can be avoided by implementing an improved process of communication that 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, or other means.
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 and 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 and 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.

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HOW PROJECT ADDRESSES THE ISSUE

Developing a successful and consistent means of communication with members of 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 national 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 aid both parties. This project is one part of a larger goal of ensuring a safer multi-modal transportation network that 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 it is not part of the PAT, Washington Township should also be brought in on the project because the township is 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.	2018	Lycoming and 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.	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
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	2018	Lycoming & Union County MPOs in coordination with PDT

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STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
	meeting with PennDOT District 3 and county transportation planning staff to evaluate inclusion of additional road features		
7	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

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 account for all users. These roadways are designed and operated to enable safe access for multiple forms of transportation including: pedestrians, cyclists, motorists and transit riders of all ages and abilities.

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

This is a two-phase project. The first phase will construct an access road to provide access to the 40 acres of land adjacent to US-15. The second phase will be to extend the main access road to the remaining acreage in the rear of the parcel.

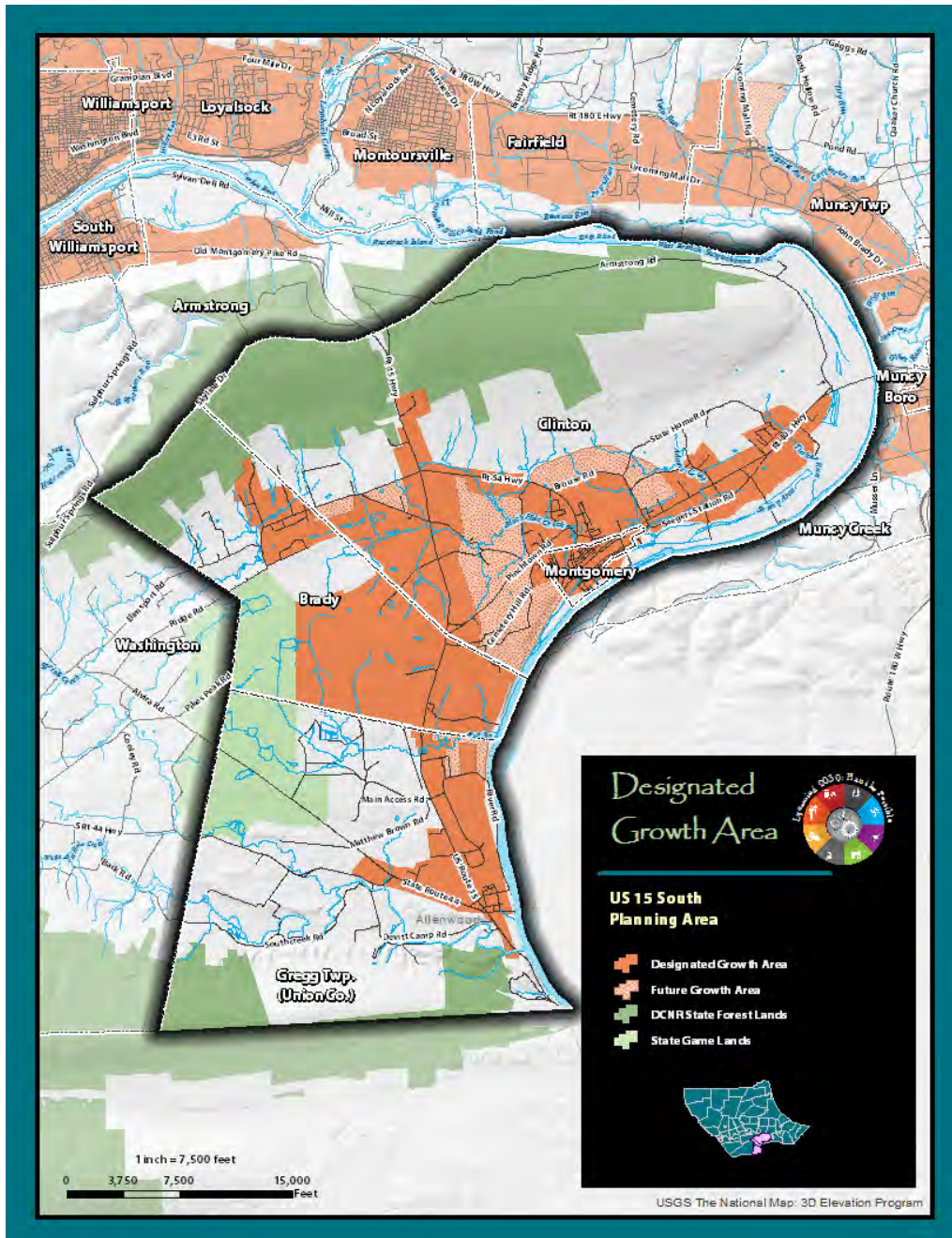
4. SUPPORT THE BALD EAGLE MOUNTAIN RIDGE TRAIL PROJECT INITIATIVE, WHICH IS AN INTERCOUNTY BIKE TRAIL THAT WILL PASS THROUGH THE US-15 SOUTH PLANNING AREA IN CLINTON TOWNSHIP BY WAY OF ARMSTRONG ROAD.

The Ridge Trail is envisioned as a multi-use recreation and conservation corridor linking the River Towns of the West Branch Susquehanna River. The Ridge Trail proposal uses existing and new trail and roadway segments to create a unified and formalized trail from Muncy to Lock Haven.

- 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.**

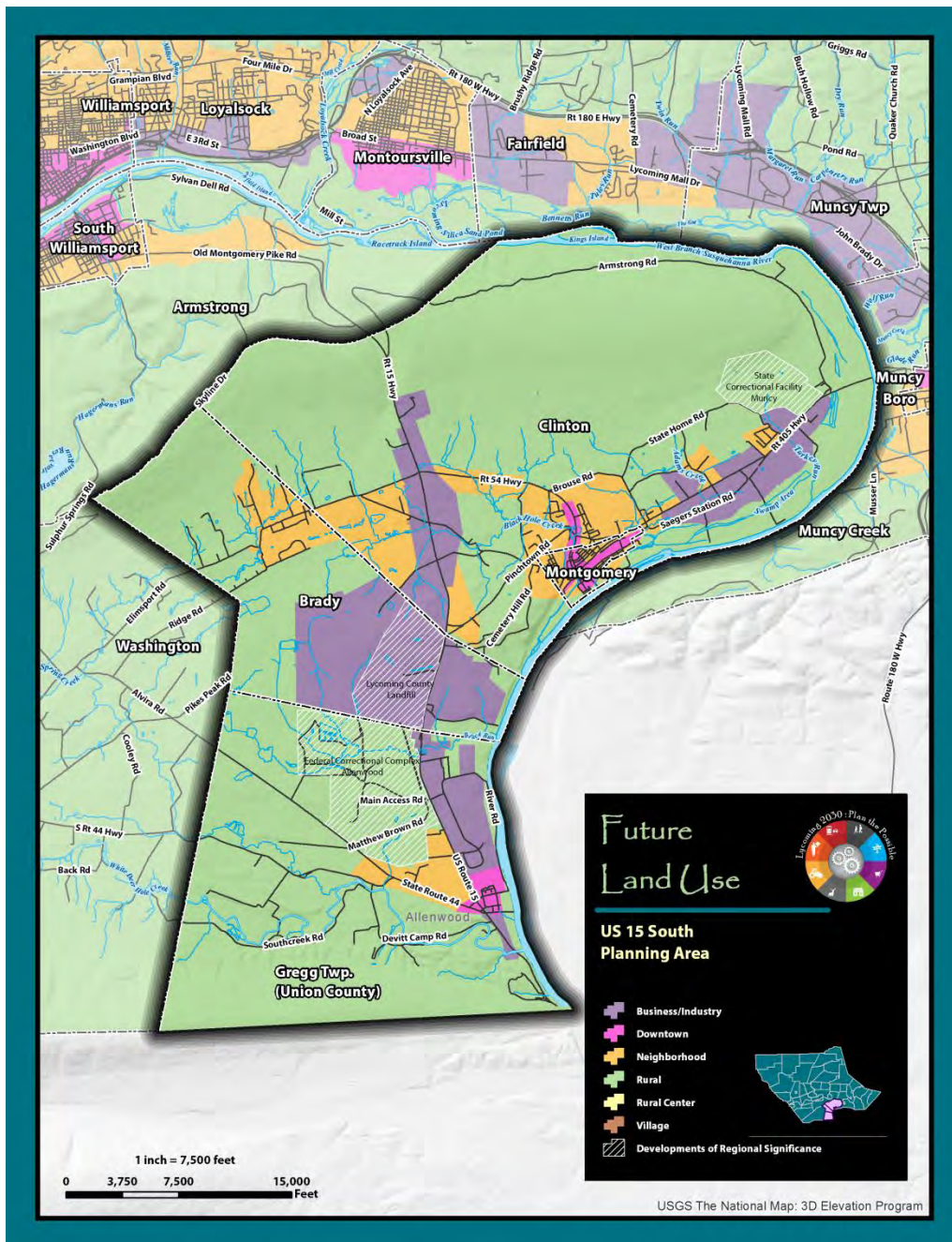
Specifics of this project are not yet determined. Ideas for implementation should be developed through the Corridor Master Plan referenced as the top viable project in Issue #6.

Chapter 3: Growth Area and Future Land Use Maps
2017 Designated and 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 because of the possibility of expanding sewage collection infrastructure to that area as well.

2017 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.

References

ⁱ HEALTH AND SAFETY (35 PA.C.S.) and VEHICLE CODE (75 PA.C.S.) - OMNIBUS AMENDMENTS Act of Aug. 18, 2009, P.L. 308, No. 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