



The Comprehensive Plan Background Studies for the US 220/Future I-99 Planning Area

**Jersey Shore Borough, Piatt
Township, Porter Township,
Woodward Township**

Lycoming County, PA

Technical Background Studies

No. 1 – Community Development Profile

Introduction

The development of an effective comprehensive plan requires an understanding of the issues and trends that impact a community's ability to sustain a "good quality of life" for its residents. During the early stages of plan development, coordination has been undertaken with many individuals and organizations in order to develop an understanding of what are perceived to be **important issues** that will impact the community and its development and growth in the future. This Community Development Profile summarizes where the community has been, where it is today, and where it may be going in the future based on known data sources. It includes past trend information (historic), current trend information (today), and projections (future), where appropriate and available from existing data sources.

Key Community Development Issues

Through consultation with the Planning Advisory Team (PAT) and interviews with key persons within the planning area and throughout the county, the important issues that could potentially impact the community in terms of social and economic conditions were identified. While many of the issues of importance relate to the county or region as shown in the adjacent highlight box, there were several issues noted by the I-99 Planning Advisory Team as being of particular importance within this I-99 planning area:

- ☑ **Exodus of Younger Generation with Increasing Elderly Population** – This is a concern because as an area ages the social fabric of the community becomes less stable. Less and less younger workers, who generate a greater proportion of the tax base required to support necessary community services required by older individuals, can create the potential for budget deficits and adversely impact the provision of community services to all individuals.
- ☑ **Lack of Employment Opportunities and Lower Paying Jobs** – This is a concern because employment is generally the key factor that dictates where younger workers will make their home.
- ☑ **Decreasing Housing Stock and Diversity** – This is a concern due to the increasing elderly population needing affordable choices to go with a changing lifestyle. It is also important to younger families with limited budgets.
- ☑ **Lack of Good Retail Centers and Increasing Storefront Vacancies** – This is a concern because it reduces both employment opportunities and community retail and service opportunities and choices necessary to maintain a stable community.
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Evaluation Approach

Existing data sources were accessed as fully as possible to identify trends as they relate to the important issues. Where available and appropriate, comparisons were made for the time periods from 1980 to the present (circa 2000) as well as for projections into the future (2020). Key data sources include but are not limited to:

- U.S. Census
- U.S. Department of Labor, Bureau of Labor Statistics
- The Pathfinders, The Williamsport / Lycoming County, Pennsylvania Area Workforce Report (July 2002)
- The Center for Rural Pennsylvania
- Industrial Properties Corporation
- Williamsport / Lycoming Chamber of Commerce
- Department of Community and Economic Development
- Department of Health
- Lycoming County Comprehensive Plan (1997)

Comparisons are drawn between national, state, regional and local trends where available and appropriate. During the evaluation process, the planning team attempted to address the following:

- Does the trend information support the local perceptions about key important issues?
- If it does not support the perception why not and what are the implications to planning?
- Is there data and information available to evaluate the key important issues?
- If the data is not available what are the implications to planning?
- Are there any important trends that do not relate to those issues perceived as being important by local stakeholders (i.e. PAT, key person interviews)?
- If so, are there any indications of why they may not have been recognized as important?

The evaluation of background data for this Community Development Profile is divided into four sections:

- Demographic Characteristics
 - Population Change
 - Age issues
 - Cultural issues
 - Family issues
 - Income issues
- Housing Characteristics
 - Units
 - Values
 - Affordability
 - Diversity
- Economic Characteristics
 - Economic diversity
 - Work force issues

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- Financing issues
- Wages
- Employment
- Important Economic Generators
 - Retail Services
 - Taxes

- Human Services Characteristics
 - Elderly needs
 - Student needs
 - Public safety issues
 - Health & human services
 - Educational issues
 - Retail & services diversity issues

Demographic Characteristics

Overview of Demographics

Table 1 –1 below shows that the Planning Area has lagged behind both the county and state over the past 30 years in terms of population growth; however, over the past 10 years, the Planning Area has grown at a rate faster than either the state or county.

Table 1-1 Population Change 1970-2000								
Municipality	Total Population				Population Change			
	1970	1980	1990	2000	1990-2000		1970-2000	
					Number	Percent	Number	Percent
Pennsylvania	11,800,766	11,863,895	11,881,643	12,281,054	399,411	3.4%	480,288	4.1%
Lycoming County	113,296	118,416	118,710	120,044	1,334	1.1%	6,748	6.0%
Planning Area	9,632	9,451	9,158	9,771	613	6.7%	139	1.4%
Jersey Shore Borough	5,322	4,631	4,353	4,482	129	3.0%	-840	-15.8%
Piatt Township	1,013	1,038	1,097	1,259	162	14.8%	246	24.3%
Porter Township	1,283	1,541	1,441	1,633	192	13.3%	350	27.3%
Woodward Township	2,014	2,454	2,267	2,397	130	5.7%	383	19.0%

Source: U.S. Census Bureau

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Figure 1 - 1

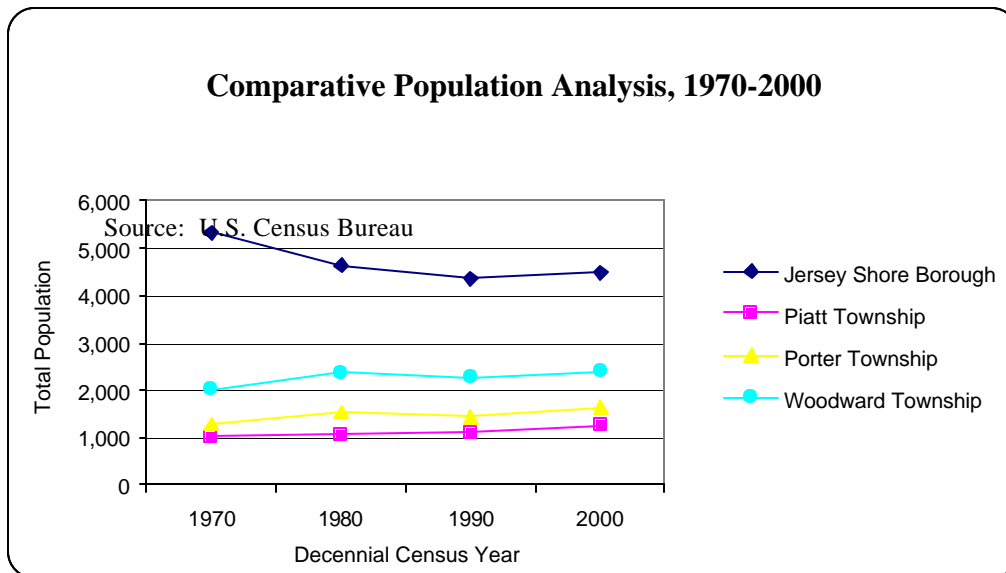


Table 1-1 provides a historic (1970-2000) population trend analysis for municipalities in the I-99 corridor. Today the planning area, consisting of 9,771 persons based on the 2000 census, constitutes 8.1 percent of the Lycoming County population. During the three decades analyzed, most of the region, as well as Pennsylvania in general, experienced a gradual conservative increase in population. However, the City of Williamsport and the Borough of Jersey Shore encountered a dramatic population decrease of over 19 percent and 16 percent respectively. This declining population is partially due to the increase in out-migration to area suburbs and rural townships within commuting distance to the city.

The largest population fluctuation in the planning area municipalities occurred between 1980 and 1990 with a decrease of 3.1 percent of the aggregate population. This decrease of almost 300 people may be attributed to the loss of heavy industry in the region during the 1980's decade. From 1990 to 2000 the planning area slowly gained population once again, with the highest increase of more than 14.8 percent in Piatt Township and 13.3 percent in Porter Townships. As the study area generally follows the state population trends, the last thirty years have been characterized by general population stability. Figure 2-1 demonstrates the historic population growth trends of the I-99 corridor.

What follows is a presentation of data defining demographic trends as related to key issues identified by the Planning Advisory Teams.

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Issue- Exodus of Younger Generation with Increasing Elderly Population

The bar graph below (See Figure 1-2) shows that indeed, the percentage of elderly represents a growing proportion of the population, while the younger population represents a smaller proportion. A continuation of such trends can create budget strains as local communities struggle to provide services in light of decreasing tax revenues.

Figure 1 - 2

Source: U.S. Census Bureau

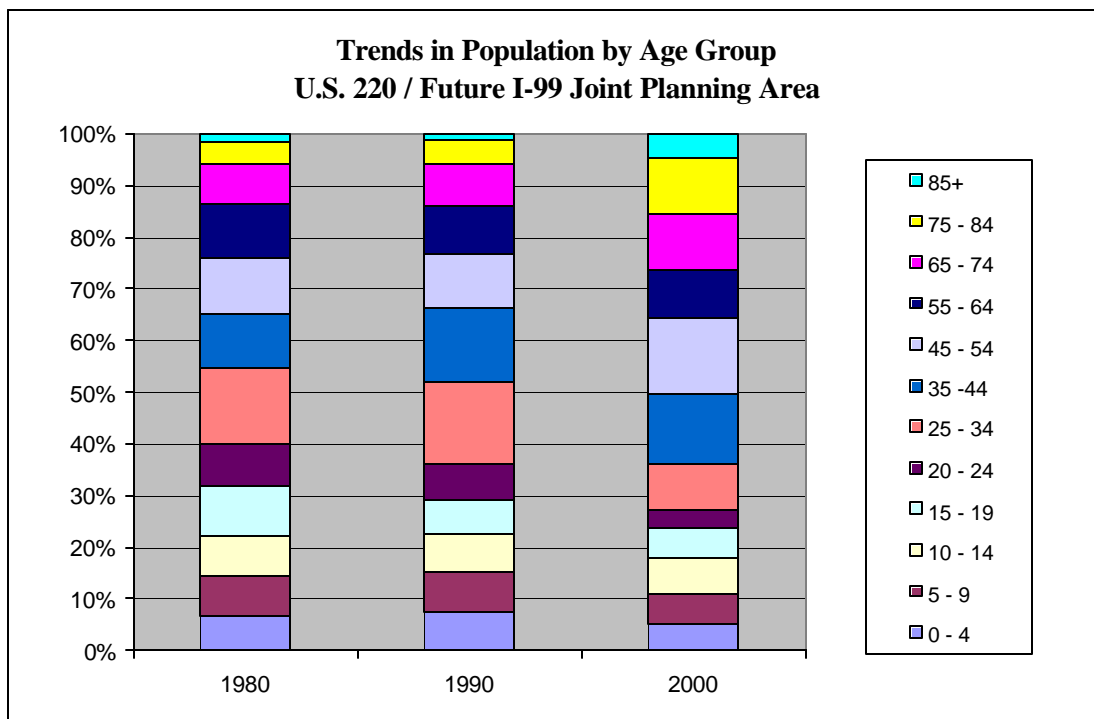
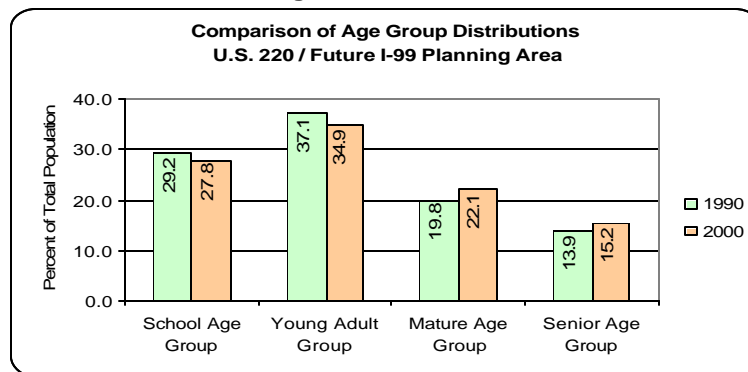


Figure1- 2a



Source: U.S. Census Bureau

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The distribution of the population according to the age of residents is a primary factor that may affect population growth and determine the type of services required in the region. Different age groups have diverse public service needs that must be specifically considered in the Comprehensive Plan. For example, population shifts within the school age group (i.e. ages 0-19) will directly impact the services and facilities provided by the local school system, as well as any public or private pre-school facilities and programs.

New household formations are most frequent among the 20 to 44 year old age groups as this is the population sector most eligible for marriage. Since this is also the prime childbearing age group, any imbalance or decline in the number of residents within this grouping will directly impact the area's birth rate. Additionally, this age group comprises the bulk of the local labor force and is usually most involved in home buying or building activities.

The mature age group, which consists of individuals ranging in age from 45 to 65 years old, tends to be settled and at the height of their earning power. Persons over age 65 are generally characterized as possessing a limited purchasing power, an increased demand for health and public transit services, and special recreation requirements.

An analysis of the 1990 and 2000 U.S. Census Bureau age group distribution data for the I-99 corridor is provided in Table 1-2. At 34.9 percent, the largest percentage of the planning area's total population consists of young adults (20-44). Between 1990 and 2000, the actual number of young adults increased by only 7 persons, and the percentage of total population decreased from 37.1 percent to the 34.9 percent. In 2000, the second largest segment of the population is school age children (0-19) with 27.8 percent. This age group has also decreased in their percentage of the total population, from 29.2 percent to the 27.8 percent. Conversely, while the smallest sector of the population falls under the mature age and senior age groups, these groups have experienced significant increases at 19.4 percent and 16.8 percent, respectively.

While both the state of Pennsylvania and the County of Lycoming also maintain their largest population segment in the young adult age group (34.6 percent and 34.0 percent, respectively), the actual numbers of young adults in the State and the County decreased in the 1990's (-5.9 percent and -7.2 percent, respectively). Similarly, as Lycoming County experienced a 4.2 percent decrease in the school age population between 1990 and 2000, the planning area encountered a slight increase of 1.5 percent. Additionally, the State, the County and the Planning Area all saw a significant increase in the number of mature age adults, 19.5 percent, 19.5 percent and 19.4 percent, respectively. The State and the County saw a more modest increase in the senior age group at 4.9 percent and 7.3 percent, respectively, compared to the Planning Area's 16.8 percent.

Though the senior population represents the smallest segment of the I-99 corridor population (15.2 percent), three out of the four municipalities saw significant increases in their 65 and over seniors. Additionally, close inspection reveals that all four municipalities experienced a consistent decrease in their under 5 and 20-24 age groups. Most of the data supports the conclusion that a gradual aging is occurring in this Planning Area with a declining percentage of school age children and young adults and an increase in mature and senior age groups. This is supported up by the climb in the median age for the I-99 Planning Area from 34.4 in 1990 to 37.7 in 2000.

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Table 1-2 Age Group Distribution 1990-2000						
Age Groups	1990	Percent of Total	2000	Percent of Total	Change (1990-2000)	
					#	%
School Age Group (0-19)						
Jersey Shore Borough	1,302	29.90%	1,280	28.60%	-22	-1.7%
Piatt Township	332	30.30%	371	29.50%	39	11.7%
Porter Township	402	27.90%	429	26.30%	27	6.7%
Woodward Township	636	28.10%	632	26.40%	-4	-0.6%
U.S. 220/Future I-99 Joint Planning Area	2,672	29.20%	2,712	27.80%	40	1.5%
Lycoming County	33,292	28.00%	31,895	26.60%	-1,397	-4.2%
Pennsylvania	3,158,578	26.60%	3,270,584	26.60%	112,006	3.5%
Young Adult Group (20-44)						
Jersey Shore Borough	1,645	37.80%	1,600	35.70%	-45	-2.7%
Piatt Township	416	37.90%	509	40.40%	93	22.4%
Porter Township	479	33.20%	477	29.20%	-2	-0.4%
Woodward Township	861	38.00%	822	34.30%	-39	-4.5%
U.S. 220/Future I-99 Joint Planning Area	3,401	37.10%	3,408	34.90%	7	0.2%
Lycoming County	43,954	37.00%	40,795	34.00%	-3,159	-7.2%
Pennsylvania	4,520,330	38.00%	4,254,648	34.60%	-265,682	-5.9%
Mature Age Group (45-64)						
Jersey Shore Borough	748	17.20%	836	18.70%	88	11.8%
Piatt Township	215	19.60%	239	19.00%	24	11.2%
Porter Township	348	24.10%	440	26.90%	92	26.4%
Woodward Township	501	22.10%	649	27.10%	148	29.5%
U.S. 220/Future I-99 Joint Planning Area	1,812	19.80%	2,164	22.10%	352	19.4%
Lycoming County	23,524	19.80%	28,103	23.40%	4,579	19.5%
Pennsylvania	2,373,629	20.00%	2,836,657	23.10%	463,028	19.5%
Senior Age Group (65+)						
Jersey Shore Borough	658	15.10%	766	17.10%	108	16.4%
Piatt Township	134	12.20%	140	11.10%	6	4.5%
Porter Township	212	14.70%	287	17.60%	75	35.4%
Woodward Township	269	11.90%	294	12.30%	25	9.3%
U.S. 220/Future I-99 Joint Planning Area	1,273	13.90%	1,487	15.20%	214	16.8%
Lycoming County	17,940	15.10%	19,251	16.00%	1,311	7.3%
Pennsylvania	1,829,106	15.40%	1,919,165	15.60%	90,059	4.9%
Planning Area Total	11,831	100.00%	12,203	100.00%	372	3.1%

Source: U.S. Census Bureau

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Table 1-3 Median Age 1990-2000		
Municipality	1990	2000
Pennsylvania	38.0	38.0
Lycoming County	34.8	38.4
I-99 PLANNING AREA	34.4	37.7
Jersey Shore Borough	32.9	35.6
Piatt Township	31.7	34.8
Porter Township	38.1	41.2
Woodward Township	34.7	39.0

Census Bureau

Source: U.S.

Population Forecasts

Given that the U.S. 220/Future I-99 Planning Area's existing population is growing older and that the young adult population is shrinking, future population growth in the U.S. 220/Future I-99 Planning Area will be largely dependent on net migration rather than upon natural increases. To this end, future migration rates will depend largely on future economic growth in the county and region. The development of I-99 may, however, serve as a catalyst to the county and region's economic growth and development.

Population forecasts developed by BonData—a professional data-consulting firm based in Middletown, PA—were used to predict the planning area's growth levels. The population forecasts are calculated at five-year increments from 2005 to 2020—each year independent of the previous—and are based on a statistical model that uses the average of four mathematical calculations. All forecasts use base populations enumerated by the 1990 and 2000 Censuses and do not address other factors that may impact population growth such as housing and employment opportunities. A more in-depth description of the employed methodology is provided in Appendix A.

It is important to realize that no projection can accurately forecast all of the factors that might cause a particular rate of growth. However, a projection becomes a building block that can be used to forecast future land use and infrastructure service needs.

Table 1-4 presents the population forecasts for the U.S. 220/Future I-99 planning area municipalities and Lycoming County. As shown, the populations of the planning area municipalities are expected to grow at exceedingly faster rates than the county as a whole, particularly, in Piatt and Porter Townships.

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Table 1 - 1

Source: BonData, 2002

Population Forecasts, 2005-2020 U.S. 220/Future I-99 Planning Area								
Municipality	Census Counts		Population Forecasts				Change (2005-2020)	
	1990	2000	2005	2010	2015	2020	#	%
Lycoming County	118,779	120,044	120,708	121,397	122,112	122,859	2,151	1.8
U.S. 220/Future I-99 Planning Area	9,164	9,771	10,080	10,394	10,692	11,005	924	9.2
Jersey Shore Borough	4,356	4,482	4,544	4,606	4,659	4,715	171	3.8
Piatt Township	1,098	1,259	1,342	1,428	1,513	1,601	259	19.3
Porter Township	1,442	1,633	1,732	1,832	1,932	2,036	304	17.6
Woodward Township	2,268	2,397	2,462	2,528	2,589	2,653	191	7.7

In contrast to a statistical-based population-forecasting model, the planning profession also employs a physical model that forecasts population growth using a land use build-out methodology. The build-out methodology considers existing land use/land cover and infrastructure conditions to develop a theoretical build-out of a municipality's developable land areas under existing zoning conditions. The results can then be used to calculate potential population growth, infrastructure needs and impacts.

The existing conditions data collected under the Phase I planning process will be used to develop the GIS-based build-out model, which will then be implemented during the Phase II planning process. Population forecasts developed under the build-out model can then be compared against the statistical forecasts presented above. When one looks at past housing trends (See Table 1-11), a slightly different picture evolves in terms of potential growth.

Issue – Diverse Culture

The diversity of the local culture is viewed as a positive aspect of a community that welcomes all and is a good place to live. While different races and ethnic groups are represented, the I-99 corridor is generally dominated by Caucasians and people with German-Irish ancestry.

Racial Composition

As shown in Table 1-5, the I-99 corridor contains a predominantly white population. Though most municipalities in the region increased their numbers of both white and non-white community members between 1990 and 2000, the percentages of the population remained about 99 percent white and 1 percent non-white. However, the region is slowly becoming more diverse from a local standpoint due to the out migration trends from Williamsport.

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Table 1-5
Racial Composition 1990-2000

Municipality	Race (Total Population)					
	1990			2000		
	White	Non-white	% Non-white	White	Non-white	% Non-white
Pennsylvania	10,520,201	1,361,442	12.9%	10,484,203	1,796,851	17.1%
Lycoming County	115,040	3,670	3.2%	112,737	7,307	6.5%
I-99 PLANNING AREA	9,088	70	0.8%	9,640	131	1.4%
Jersey Shore Borough	4,324	29	0.7%	4,426	56	1.3%
Piatt Township	1,088	9	0.8%	1,249	10	0.8%
Porter Township	1,428	13	0.9%	1,610	23	1.4%
Woodward Township	2,248	19	0.9%	2,355	42	1.8%

Source: U.S. Census Bureau

Cultural Diversity

Like the state of Pennsylvania, Lycoming County and the I-99 Planning Area, are dominated by families with either a German or Irish ancestry. Table 1-6 demonstrates that the area does have a relatively diverse ancestry.

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Table 1-6 Ethnic Diversity U.S. 220 / Future I-99 Joint Planning Area				
	Piatt Township	Porter Township	Woodward Township	Jersey Shore Borough
Arab	0.0%	0.0%	0.1%	0.0%
Czech	0.0%	0.3%	0.2%	0.1%
Danish	0.6%	0.1%	0.1%	0.0%
Dutch	7.6%	5.0%	3.8%	7.9%
English	4.9%	7.7%	6.8%	9.3%
French (except Basque)	4.7%	3.4%	3.2%	2.6%
French Canadian	0.5%	0.2%	0.5%	0.6%
German	37.5%	40.0%	38.9%	37.6%
Greek	0.1%	0.3%	0.2%	0.0%
Hungarian	0.0%	0.0%	0.0%	0.0%
Irish	10.4%	9.4%	10.6%	11.1%
Italian	6.9%	4.8%	5.0%	4.4%
Lithuanian	0.1%	0.4%	0.1%	0.0%
Norwegian	0.0%	0.5%	0.2%	1.3%
Polish	2.4%	1.5%	4.5%	1.1%
Portuguese	0.0%	0.1%	0.2%	0.3%
Russian	0.0%	0.4%	0.4%	0.3%
Scotch-Irish	1.5%	2.0%	1.2%	2.0%
Scottish	1.8%	2.0%	2.5%	1.9%
Slovak	0.4%	0.1%	0.3%	0.2%
Subsaharan African	0.0%	0.4%	0.0%	0.0%
Swedish	0.4%	2.3%	1.1%	2.1%
Swiss	0.4%	0.4%	0.1%	0.1%
Ukrainian	0.1%	0.3%	0.2%	0.0%
United States or American	8.4%	7.1%	10.3%	9.3%
Welsh	0.9%	1.3%	1.4%	1.0%
West Indian (excluding Hispanic groups)	0.0%	0.0%	0.0%	0.1%
Other ancestries	10.4%	10.1%	8.1%	6.6%

Source: U.S. Census Bureau, 2000

Issue – Perception of a Close Knit Community with Low Migration

“Close Knit Communities” are considered a positive aspect because of the perception that those living there have “roots in the area and look out for their neighbors.”

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If one looks at resident mobility statistics as one indicator for defining a “close knit community with low migration,” the I-99 planning area has a mobility rate (38.4%) similar to the county (39%), but higher than the state average (36.5%) (See Table 1-7 and Figure 1-3). Thus, statistically, the area does not present a discernable difference between other areas in terms of residents who remain in an area thus, making for a more closely knit community. Often, the urban centers, such as Jersey Shore are perceived as being close-knit communities; however, as demonstrated in Table 1-8 and Figure 1-4, mobility in terms of migration over a ten-year period is very high in Jersey Shore. Thus, it is likely that community issues associated with a more transient population may also be an issue here.

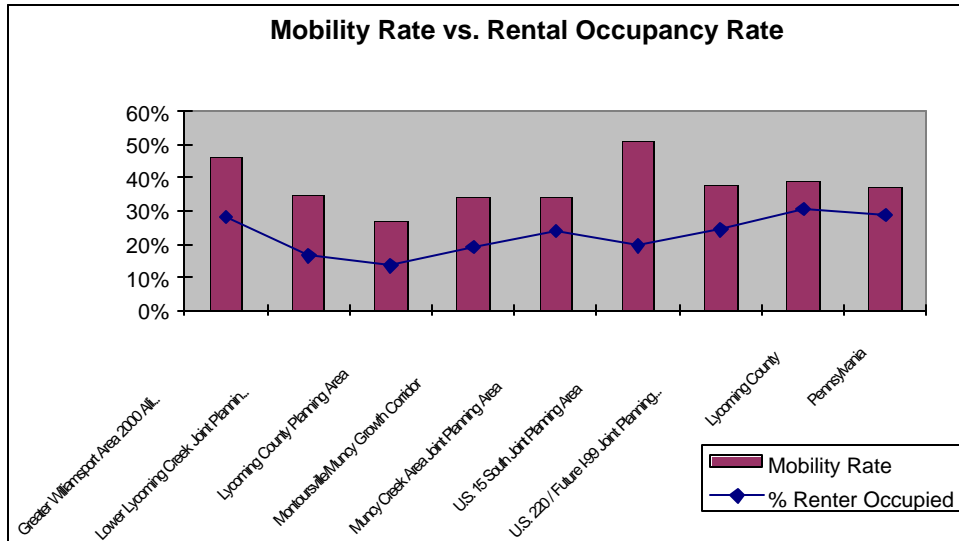
	Population 5 years and over	Same house in 1995	New Residents since 1995	Mobility Rate	Origin of New Residents			
					Elsewhere in Lycoming County	Elsewhere in PA	Other State	Abroad
Greater Williamsport Area 2000 Alliance Planning Area	52,437	28,550	23,887	45.6%	65.5%	22.7%	10.4%	1.5%
Lower Lycoming Creek Joint Planning Area	20,888	13,520	7,368	35.3%	77.2%	11.7%	10.3%	0.7%
Lycoming County Planning Area	19,629	14,241	5,388	27.4%	70.7%	19.8%	8.9%	0.6%
Montoursville/Muncy Growth Corridor	8,057	5,314	2,743	34.0%	79.0%	12.1%	8.6%	0.2%
Muncy Creek Area Joint Planning Area	11,514	7,565	3,949	34.3%	70.1%	17.9%	10.8%	1.3%
U.S. 15 South Joint Planning Area	11,981	5,930	6,051	50.5%	23.5%	54.7%	11.2%	10.6%
U.S. 220 / Future I-99 Joint Planning Area	9,179	5,655	3,524	38.4%	69.4%	19.6%	8.8%	2.2%
Lycoming County	113,461	69,217	44,244	39.0%	66.8%	21.7%	9.6%	1.9%
Pennsylvania	11,555,538	7,333,591	4,221,947	36.5%	59.5%	20.7%	15.8%	3.9%

Source: U.S. Census Bureau, 2000

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Figure 1 - 3



Source: U.S. Census Bureau

Table 1-8
Resident Mobility
U.S. 220 / Future I-99 Joint Planning Area

	Population 5 years and over	Same house in 1995	New Residents since 1995	Mobility Rate	Origin of New Residents			
					Elsewhere in Lycoming County	Elsewhere in PA	Other State	Abroad
Jersey Shore Borough	4,161	2,236	1,925	46.3%	66.3%	23.7%	8.1%	2.0%
Piatt Township	1,187	807	380	32.0%	60.0%	16.3%	16.1%	7.6%
Porter Township	1,556	1,056	500	32.1%	73.0%	17.4%	8.6%	1.0%
Woodward Township	2,275	1,556	719	31.6%	80.3%	12.1%	7.1%	0.6%
Total	9,179	5,655	3,524	38.4%	69.4%	19.6%	8.8%	2.2%

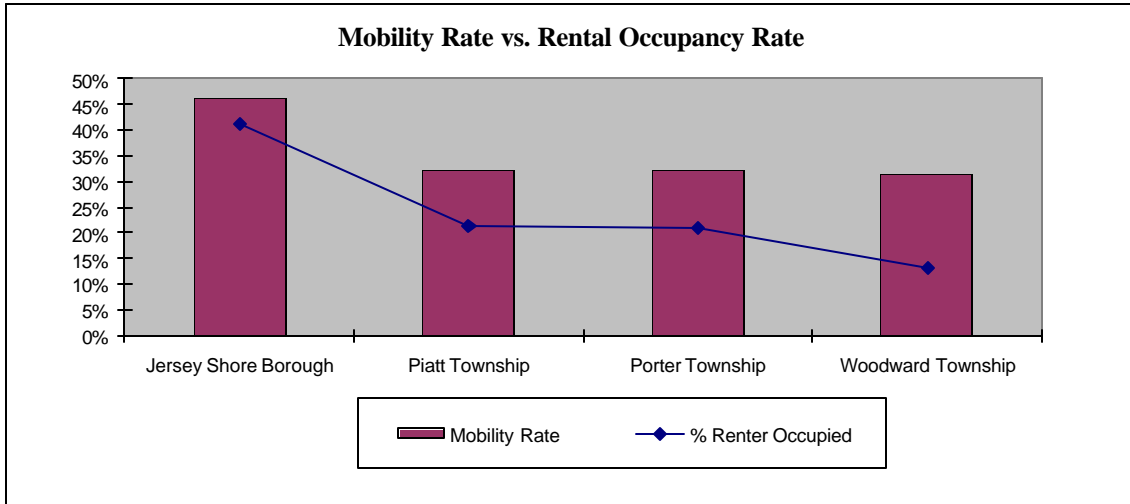
Source: U.S. Census Bureau, 2000

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Figure 1 - 4

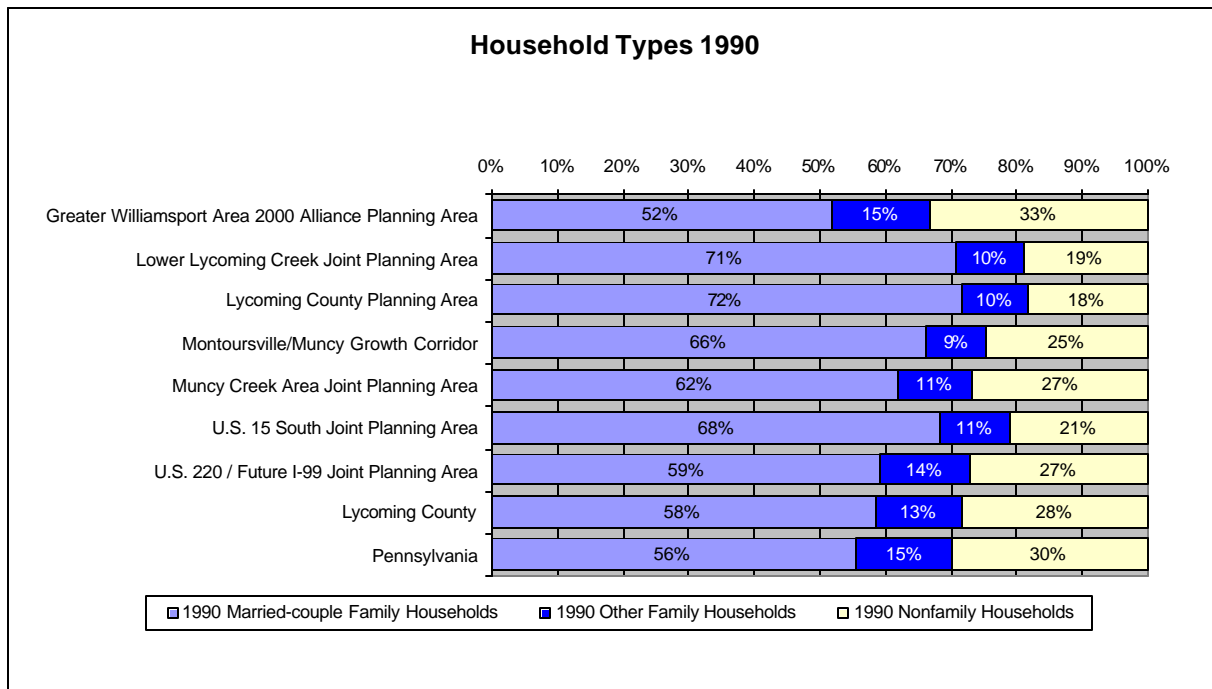
Source: U.S. Census Bureau



Issue - Decrease in the Traditional Family

The decrease in the traditional family is a concern due to the additional human service needs often associated with such trends. A review of census data does validate the perception of a decrease in the traditional family (See Figures 1-5 and 1-6).

Figure 1 - 5

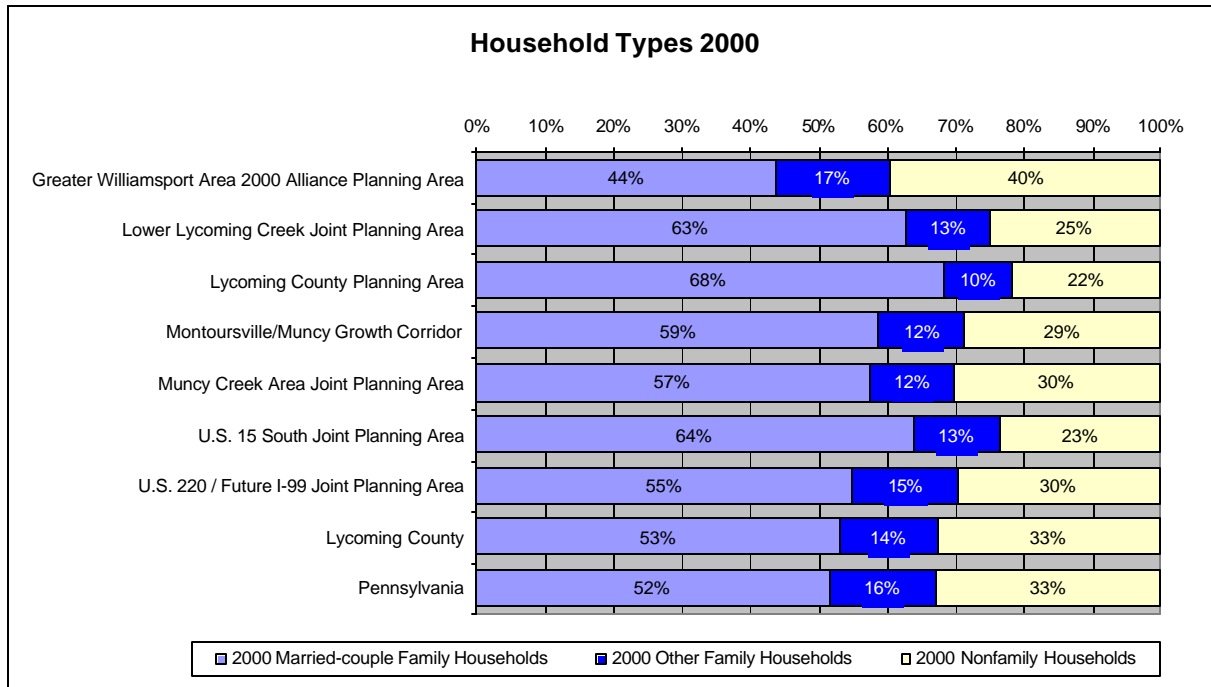


Source: U.S. Census Bureau

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Figure 1 - 6



Source: U.S. Census Bureau

The types of households in the I99 corridor are of key interest to the development of the Comprehensive Plan and warrant careful analysis. According to the Census Bureau, a household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live and eat with any other persons in the structure and there is direct access from the outside or through a common hall. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. There are two main categories of households, “family” and “nonfamily”. A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

The household characteristics of the I-99 corridor are presented in Table 1-9. Between the period of 1990 to 2000, nonfamily households increased more significantly than family households in three of the four municipalities in the planning area. In Lycoming County, the number of family households actually decreased between 1990 and 2000, while the number of nonfamily households grew significantly. Overall, the total number of households in the planning area increased by 8.2 percent from 3,506 to 3,812 households. During this same

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period, Lycoming County and Pennsylvania also experienced household increases of 4.5 percent and 6.3 percent, respectively.

In Figures 1-7 and 1-8 family households are further broken down into “married-couple family households” and “other family households.” Married-couple family households include a husband and a wife as members of the same household and they may or may not have children living with them. Other family households are all other “family” households where a married couple is not present and can include, but does not exclusively include single parent families. For the study area, married-couple family households have declined from 59 percent of the total households in 1990 to 55% of the total households in 2000. Lycoming County also experienced a decline in married-couple family households as a percent of the total households in the past decade, from 58 percent to 53 percent. Conversely, other family households and nonfamily households grew slightly in the 1990’s for both the planning area and the county. The state mirrored these trends with a decline in the percent of married-couple family households as part of the total households and an increase in the percent of other family households and nonfamily households.

Table 1-9
Household Characteristics 1990-2000

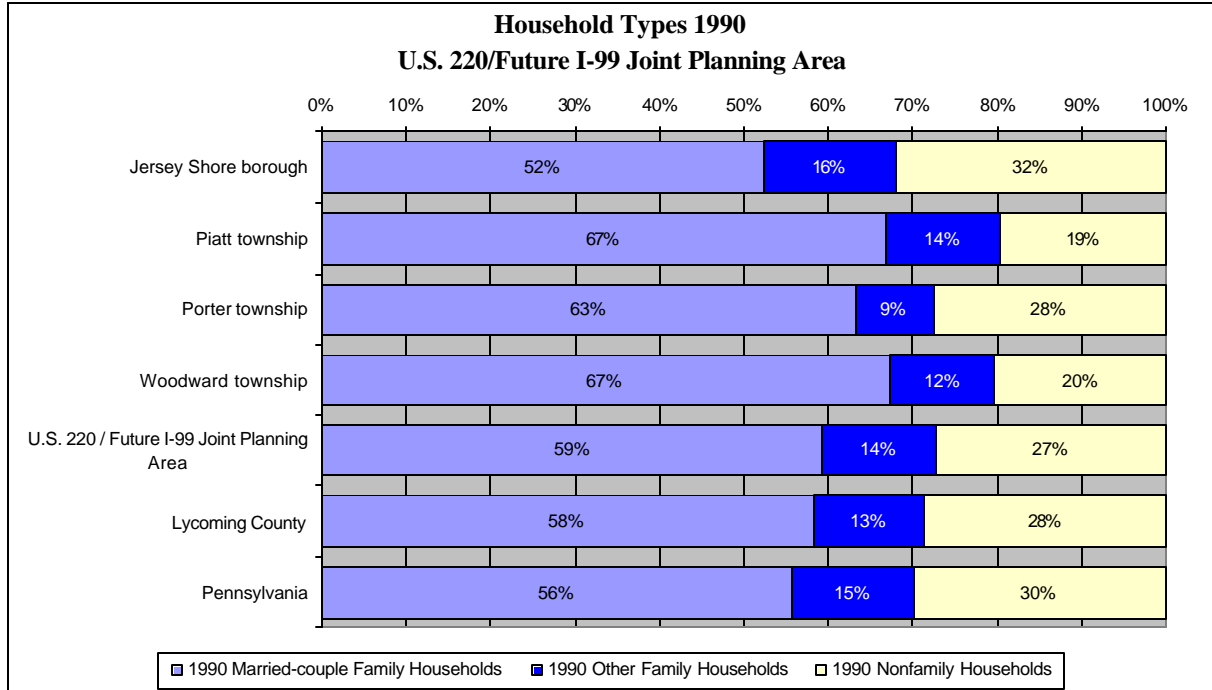
Municipality	1990 Household Types		2000 Household Types		Change in Household Types 1990 - 2000		Persons per Household	
	Family	Non-family	Family	Non-family	Family	Non-family	1990	2000
Pennsylvania	3,155,989	1,339,977	3,208,388	1,568,615	52,399	228,638	2.57	2.48
Lycoming County	32,165	12,784	31,703	15,300	-462	2,516	2.56	2.44
I-99 PLANNING AREA	2,555	951	2,685	1,127	130	176	2.66	2.55
Jersey Shore Borough	1,166	551	1,190	581	24	30	2.54	2.45
Piatt Township	318	77	331	122	13	45	2.78	2.66
Porter Township	399	152	471	171	72	19	2.62	2.54
Woodward Township	672	171	693	253	21	82	2.69	2.53

Source: U.S. Census Bureau

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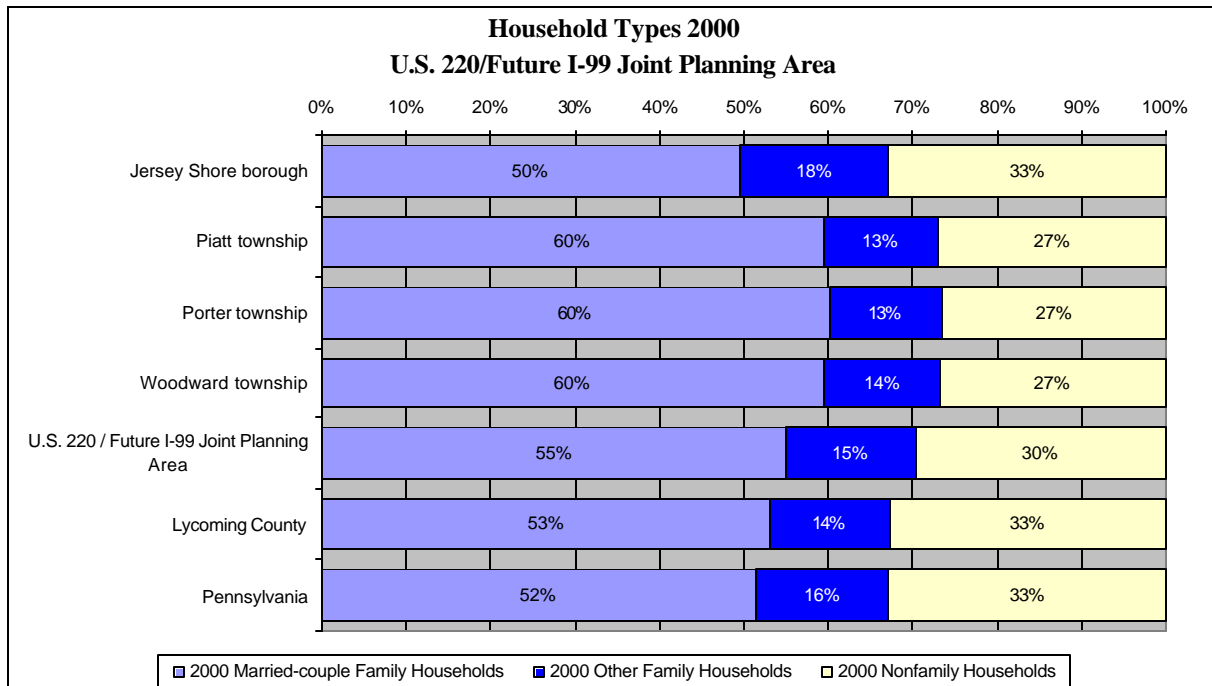
Figure 1 - 7



Source: U.S. Census Bureau

Figure 1 - 8

Source: U.S. Census Bureau



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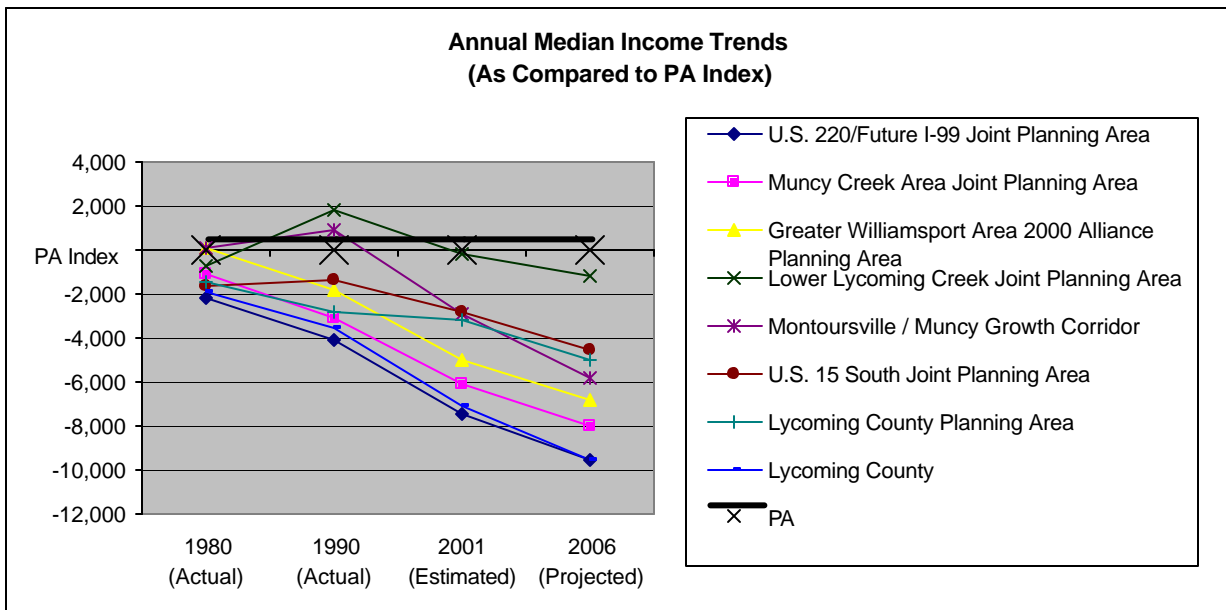
Issue – Perception of Low Wages and Income

Median Income

This is an important issue for maintaining a stable community with a balanced proportion of younger and older individuals. Lower wages and incomes can cause younger generations to search out more favorable places to take up residence.

It is difficult to measure the increase or decrease in income in a given geographic area over time due to inflation; however, one way to measure income is to compare the income trend in a smaller geographic area to the trend in a larger geographic area. Compared to income trends in Pennsylvania, the median income in Lycoming County decreased between 1980 and 1990, and is expected to continue to decrease through 2006 (See Figure 1-9). The issue of low wages and less job opportunities is further covered in detail under the section on the economy.

Figure 1 - 9



Source: U.S. Census Bureau

Educational attainment levels are closely related to a population’s median household income level (See Table 1-23). Median household income also reflects the relative affluence of a population and its ability to support local public facilities and services.

Table 1-10 compares the 1989 adjusted median household income levels with the reported 1999 figures for municipalities within the I-99 planning area. The 1989 median household income values are adjusted for inflation (i.e., purchasing power) to accurately compare them with the 1999 current dollars. Such adjustments were made using the U.S. Census Bureau Labor Statistic’s Consumer Price Index (CPI) for the Northeastern United States urban area.

As demonstrated in Table 1-10, municipalities within the study area experienced a real decline (-6.5 percent) in their median household income levels over the 1989 to 1999 enumeration

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periods. This aggregate decline is still below the 7.4 percent decline in median household income experienced by Lycoming County. Additionally, several surrounding municipalities experienced similar per capita income decline, proving that this change is not a shift in individual municipalities, but rather, a regional characteristic.

Table 1-10 Median Household Income Analysis 1989-1999				
Municipality	Census Reported 1989 Median Household Income	Inflated 1989 Median Household Income to 1999 Dollars (1)	Census Reported 1999 Median Household Income	Real Growth in Median Household Income (Percent Change)
Pennsylvania	\$29,069	\$41,801	\$40,106	-4.1%
Lycoming County	\$25,552	\$36,744	\$34,016	-7.4%
I-99 PLANNING AREA	\$25,144	\$36,157	\$33,836	-6.5%
Jersey Shore Borough	\$23,839	\$34,280	\$30,594	-10.8%
Piatt Township	\$27,202	\$39,116	\$37,596	-3.9%
Porter Township	\$23,580	\$33,908	\$31,756	-6.3%
Woodward Township	\$25,956	\$37,325	\$35,398	-5.2%

(1) U.S. Northeast urban average inflation index from 1989 to 1999 equals 1.438
Source: U.S. Census Bureau

Poverty

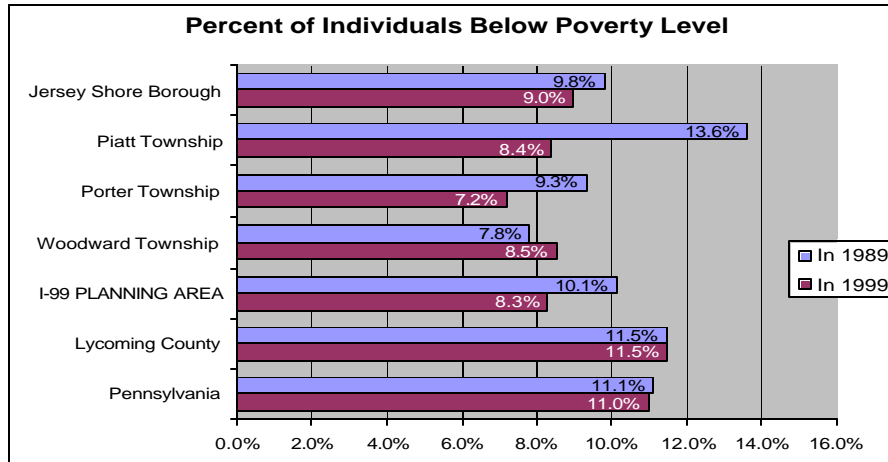
Poverty is one of the key statistical tools used to characterize a population. The U. S. Census Bureau uses the Office of Management and Budget's (OMB) Statistical Policy Directive 14 to define and measure poverty in the United States. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is poor. If a family's total income is less than a family's threshold, then that family, and every individual in it, is considered to be poor. The poverty thresholds do not vary geographically, but they are updated annually for inflation using the Consumer Price Index. The official poverty definition counts money income before taxes and does not include capital gains and noncash benefits (such as public housing, Medicaid, and food stamps).

The poverty rates recorded in the last two decennial census (1990 and 2000) reveal that conditions vary from municipality to municipality in the planning area. The percent of individuals below the poverty level substantially decreased in Piatt Township. A lesser percent of individuals below the poverty level was reported in Jersey Shore Borough and Porter Township as of 1999. Woodward Township reported a slightly greater percent of individuals below the poverty level in the ten year period, but overall the planning area's percent of individuals below the poverty level decreased from 10.1 percent in 1989 to 8.3 percent in 1999 and was below the poverty levels of the county and state in both 1989 and 1999.

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Figure 1 - 10



Housing Characteristics

Housing Overview

Three of the four municipalities in the planning area experienced an active decade, 1990 to 2000, for construction of new homes. Over 16 percent of the housing stock in Piatt Township, Porter Township and Woodward Township was built in the 1990s. Housing construction was also active in the prior decade of the 1980s for these three townships. The exception in the planning area has been the Jersey Shore Borough. Housing construction was very modest in the 1980s at 1.7 percent and has picked up a little in the 1990s at 4.9 percent. Overall the planning area saw a slightly greater percent of its housing stock being built in the 1990s when compared with the county and the state. The converse was true during the 1980s when a greater percent of the county's and state's housing stock was built when compared to the planning area.

What follows is a presentation of data defining housing trends as related to key issues identified by the Planning Advisory Team.

Municipality	Total Housing Units (in 2000)	1980 – 1989		1990 – 2000	
		Units Built	Percent of Total	Units Built	Percent of Total
Pennsylvania	5,249,750	531,986	10.1%	546,277	10.4%
Lycoming County	52,464	5,547	10.6%	5,547	10.6%
I-99 PLANNING AREA	4,087	301	7.4%	486	11.9%
Jersey Shore Borough	1,904	32	1.7%	94	4.9%
Piatt Township	511	76	14.9%	85	16.6%
Porter Township	662	54	8.2%	119	18.0%
Woodward Township	1,010	139	13.8%	188	18.6%

Source: U.S. Census Bureau

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Issue – Perception: Area has Affordable Housing

Housing affordability in the I-99 Planning Area would appear to be good, since median home values fall in the range of \$67,100 to \$90,300. With closer inspection though, housing affordability in the Planning Area is only slightly better than it is in Pennsylvania. As shown in Table 1-12, the average homeowner in the Planning Area with a mortgage allots 29.2 percent of their monthly income to homeownership-related expenses, whereas Pennsylvanians need to set aside 30.2 percent. Lycoming County homeowners devote 29.9 percent of their monthly income to related expenses. Surprisingly, while Jersey Shore Borough’s median home value is \$67,100, the owners are allotting 30.7 percent of their monthly income for homeownership-related expenses, which is mainly a reflection of their lower median household income. Porter township homeowners devote the greatest proportion of their monthly income to related expenses at 32 percent.

Renters in the I-99 Planning Area are in a similar situation. They fare only slightly better than Lycoming County and Pennsylvania renters in the amount of their monthly income dedicated to gross rent. The average portion of their monthly income spent on gross rent is 15.7 percent in the Planning Area, compared to 15.8 percent in Lycoming County and 15.9 percent in the State. Due to their higher median household income, Piatt Township renters enjoy the smallest proportion (14.6 percent) of their monthly household income devoted to gross rent. Jersey Shore Borough renters are paying the greatest proportion (16.9 percent) of their monthly household income to gross rent.

**Table 1-12
Housing Affordability**

Municipality	2000 Median Home Value	1999 Median Household Income	Median Monthly Household Income	Median Monthly Owner Costs, with a Mortgage	% of Owner Income	Median Monthly Gross Rent	% of Renter Income
Pennsylvania		\$40,106	\$3,342	\$1,010	30.2%	\$531	15.9%
Lycoming County	\$86,200	\$34,016	\$2,835	\$848	29.9%	\$449	15.8%
I-99 PLANNING AREA	\$81,450	\$33,836	\$2,820	\$823	29.2%	\$444	15.7%
Jersey Shore Borough	\$67,100	\$30,594	\$2,550	\$782	30.7%	\$430	16.9%
Piatt Township	\$88,100	\$37,596	\$3,133	\$820	26.2%	\$457	14.6%
Porter Township	\$90,300	\$31,756	\$2,646	\$846	32.0%	\$406	15.3%
Woodward Township	\$80,300	\$35,398	\$2,950	\$842	28.5%	\$482	16.3%

Note: Most lenders employ a monthly housing ratio of 28%. This number is the maximum percentage of monthly gross income that the lender allows for housing expenses. The U.S. Census “monthly owner costs” include the same housing expenses plus the costs of utilities and fuels.

Source: U.S. Census Bureau

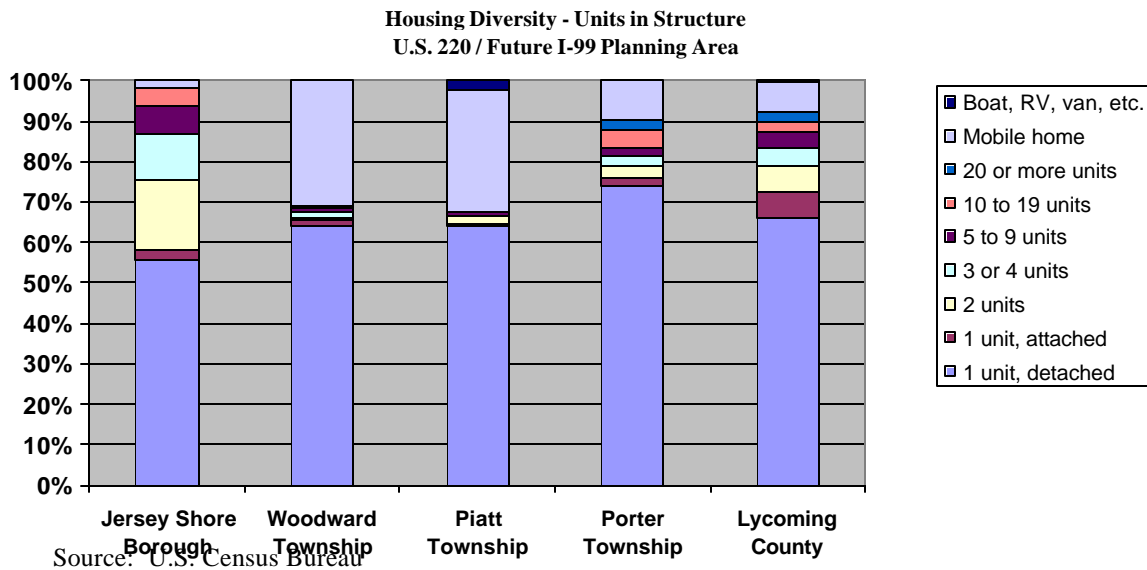
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Issue – Perception: Lack of Housing Stock and Diversity

The limited diversity of the housing stock in terms of types, age, and value, can adversely impact on the ability of families to live in a particular area. This is of particular concern in regard to the elderly on fixed income and changing mobility needs, and the younger working population looking for a community in which to establish their roots. Housing diversity mix in this planning area is heavily oriented toward older, single family detached homes (See Figure 2-11). While Jersey Shore provides for more diversity of types, the housing stock is typically much older (See Figure 2-12) and has a low median value of \$67,100 (See Table 2-12). Only 4.9 percent of the Jersey Shore Borough’s housing stock has been built since 1990. The three townships, Piatt, Porter and Woodward, have between 16.6 percent and 18.6 percent of their housing stock built since 1990 and their median home values range from \$80,300 to \$90,300 (see Table 2-12).

Figure 1- 11

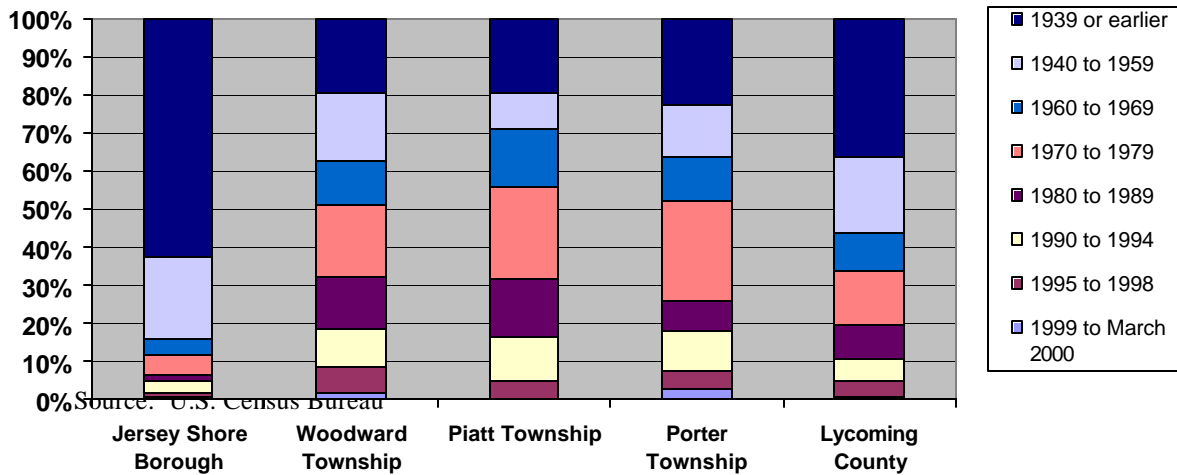


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Figure 1 - 12

Age of Housing Stock
U.S. 220 / Future I-99 Joint Planning Area



Economic Characteristics

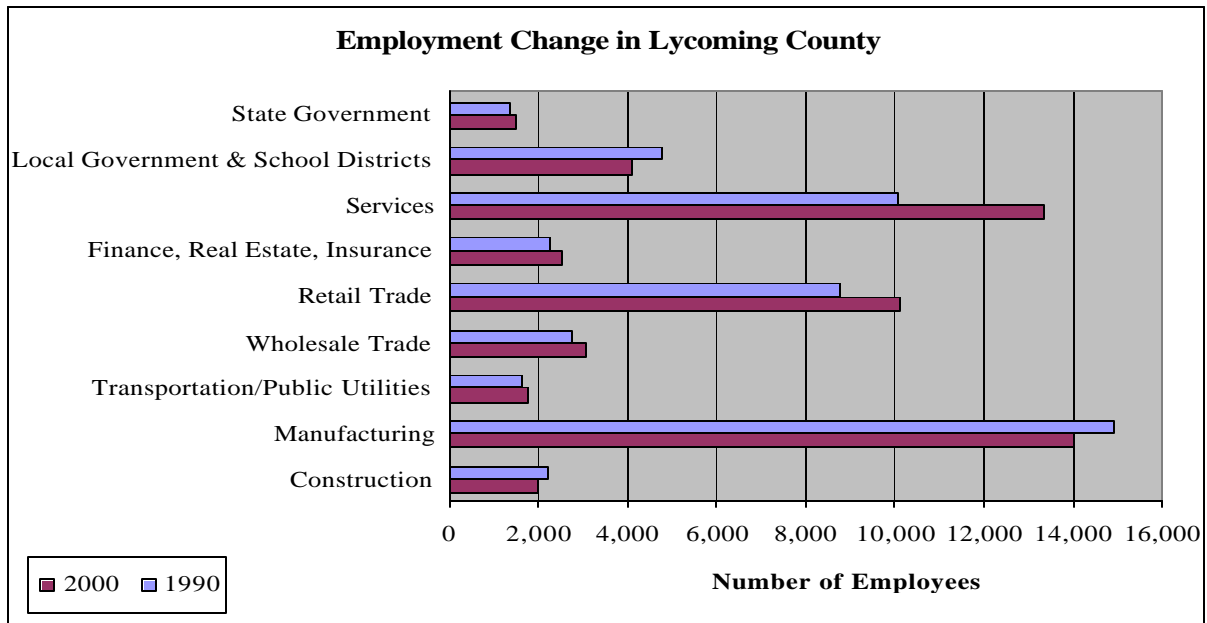
Economic Overview

From 1990-2000, the State of Pennsylvania gained 57,697 jobs, for a decadal growth rate of 22.6 percent. Exhibiting a slightly higher unemployment rate (Ten-Year Average: 7 percent), Lycoming County produced an overall growth rate of 15 percent. The service industry led job growth in the County, followed by the retail sector. While manufacturing remains the County's top employer, its share of total employment has diminished over the last decade. In 1990, manufacturing employment constituted 30 percent of total County employment. By 2000, it represented 26 percent of total employment. A percentage of these job losses may be attributable to outsourcing, a practice utilized by some manufacturers to focus upon their core competencies. However, the industries most affected by job losses (i.e. apparel and textiles, transportation equipment) are being negatively impacted by foreign imports, as well. See Figure 1 -13 and Table 1 -13.

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Figure 1 - 13



Source: PA Department of Labor and Industry

	1990	2000	% Change
Construction	2,234	2,012	-9.9%
Manufacturing	14,921	13,997	-6.2%
Transportation/Public Utilities	1,642	1,802	9.7%
Wholesale Trade	2,767	3,078	11.2%
Retail Trade	8,740	10,103	15.6%
Finance, Real Estate, Insurance	2,293	2,524	10.1%
Services	10,056	13,367	32.9%
Local Government & School Districts	4,760	4,134	-13.2%
State Government	1,362	1,527	12.1%

Source: PA Department of Labor and Industry

Issue – Diverse Economy with Strong Manufacturing Base

Communities that tie their economic fortunes to a particular industry may experience tremendous financial gain, but such a strategy leaves them vulnerable to cyclical downturns in the economy. Throughout Pennsylvania, we can find examples of communities that are struggling to rebound from a decline of their primary industry. At the turn of the 19th century, the City of Altoona bustled with the sound of locomotives. The Pennsylvania Railroad founded

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the town in 1849 to service its locomotives. At its height, the Altoona Works machine shops employed over 17,000 people who serviced, designed, and built locomotives for the nation's largest railroad company. The advent of interstate highways, trucking, and air transport led to the decline of American railroads, which continue to lose competitive advantage. Pittsburgh's steel heritage is evident in numerous patch towns – small communities built by coal mining companies for the sole purpose of attracting cheap labor. The decline of Pennsylvania's steel industry affected the economic viability of entire communities.

Methodology

History has taught us that diversification is the key to long-term economic growth. It promotes a healthy level of business competition, which spurs process innovation and an upward trend in wages. It also helps to insulate communities from swings in the national economy. Lycoming County boasts an economy rich in industrial heritage. The County's early growth was spurred by the lumber industry, which took off in the mid-1800s. As mills began to increase in size and supply foreign markets, Williamsport earned the title: "Lumber Capital of the World." Today, the County retains a strong industrial base. However, it is more diversified than in years past. Manufacturing remains its largest employer and is estimated to represent 30 percent of the County's economy. The County has also witnessed tremendous growth in its service sector, which presently employs one quarter of the County's workforce. To document the level of diversification in Lycoming County, this section analyzes the County's economic base using three (3) primary methods:

1. **Employment Growth.** Unemployment Compensation (US) data was obtained from the Pennsylvania Department of Labor & Industry (L&I). This database represents nearly 95 percent of all employers in the Commonwealth and is considered the most comprehensive source of employment data available for individual counties. By examining employment growth and decline over the last decade (1990-2000), industries that contributed to job growth are identified.
2. **Location Quotient Analysis.** This technique utilizes employment data as an indicator of industry *concentration* and *performance*. It compares local industry employment to state industry employment to identify sectors where employment is highly concentrated. The formula utilized for location quotient analysis is as follows:

$$\text{Location Quotient (LQ)} = \frac{e^i/e^t}{E^i/E^t}$$

e^i = employment by industry in Lycoming County

e^t = total employment in Lycoming County

E^i = employment by industry in Pennsylvania

E^t = total employment in Pennsylvania

Location quotient analysis divides industries into two categories: (1) *Basic* industries deliver a location quotient greater than 1.0 ($LQ > 1.0$) and (2) *Nonbasic* industries deliver a location quotient less than 1.0 ($LQ < 1.0$). Export industries are considered *basic* to the local economy because they generate external demand, which fuels local business activity. Industries that lack

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a ‘critical mass’ of employees to qualify as basic sectors are classified as non-basic. A strong business climate exhibits a diversified economic base – with employment equitably balanced between basic and non-basic industries.

3. **Shift-Share Analysis.** Once location quotient ratios have been calculated, shift-share analysis helps to determine what factors – external or internal – are contributing to the strength or weakness of each industry sector. The approach considers three components of regional growth: (1) state share, (2) industry mix, and (3) competitive advantage. *State share* compares local employment growth to the statewide growth rate to determine if all industries are receiving their proportionate share of job creation. *Industry mix* determines the jobs created (or not created) as a result of industrial structure. And *competitive advantage* highlights local industries that outpace their statewide counterparts due to local factors.

Shift-share analysis does not uncover *specific* conditions that led to the growth or decline of given industries. However, by identifying industries that are strong local performers, shift-share analysis sets the stage for more in-depth analysis.

Location Quotient Analysis

The results of the location quotient analysis are depicted in Figure 1-14 and Appendix B. The graphic shows an economy that is dominated by manufacturing. However, other industries are beginning to emerge as players in the export market. Chief among them is the wholesale sector, which is comprised of business establishments distributing nondurable goods, including paper products, farm products, chemicals, and distilled beverages.

Despite employment losses, the manufacturing sector remains the County’s strongest sector, producing several *basic* industries that have witnessed an increase in their specialization ratios over the last decade (Table 1-14).

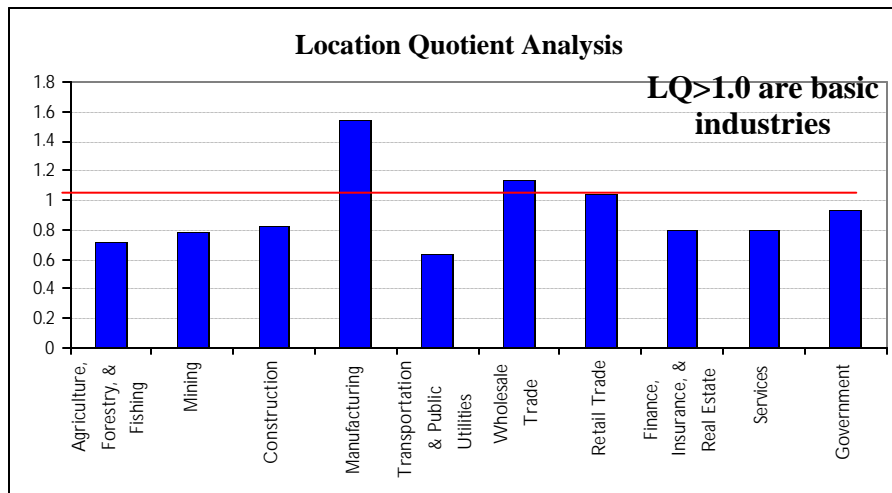
Table 1-14 Manufacturing Sector Basic Industries that Increased Competitive Share					
	Primary Basic Industries	Employment		Location Quotient	
		1990	2000 (# new jobs)	1990	2000
SIC 24 ¹	Lumber & Wood Products	767	1,239 (472)	2.4377	3.2655
SIC 25 ¹	Furniture & Fixtures	1,524	1,582 (58)	7.5349	9.0378
SIC 34	Fabricated Metal Products	1,393	1,949 (556)	1.5689	2.2248
SIC 35	Industrial Machinery & Equipment	1,614	1,750 (136)	1.4949	1.8011
	Total Manufacturing	14,921	13,997	1.4565	1.5511

¹ These sectors were also identified as strong basic industries throughout the Central Pennsylvania Region by RFA Industry Services, which prepared a report entitled “Pennsylvania Regional Economic Indicators” for the Pennsylvania Department of Community and Economic Development (DCEd) in 1998.

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Figure 1 - 14



Although the service sector is not a basic industry (LQ=.7961), it is the County’s largest growth sector. From 1990 to 2000, the percentage of Lycoming County’s resident workforce employed in this sector increased from 20 to 25 percent. A handful of industry groups are responsible for the job growth experienced in this sector:

- Business Services (SIC 73)
- Health Services (SIC 80)
- Educational Services (SIC 82)
- Social Services (SIC 83)

Expansion within the County’s service industry may be indirectly related to job losses in the manufacturing sector. As a growing number of companies seek out sub-contractor arrangements to perform critical functions, including accounting, advertising and personnel supply, the service sector has responded to this restructuring. Unfortunately, many service sector jobs are concentrated in lower-wage occupations that do not provide the level of compensation found in the manufacturing sector. As demonstrated in Table 1-15, people working retail earn less than half of the wages earned in the manufacturing sector.

Table 1-15 Industry Wage Comparisons Lycoming County	
Industry Sector	Average Annual Wage
Manufacturing	\$30,604
Retail	\$14,173
Service	\$25,207

Source: Pennsylvania UC Covered Employment, Calendar Year 2000

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Service-sector jobs earn about 82 cents on the dollar, while retail jobs earn 46 cents on the dollar. This reality underscores the importance of workforce development strategies to raise the capacity of the region to attract knowledge-based industries. Shift-Share Analysis

Shift-share analysis utilizes employment data to determine the competitive position of various industries. To determine the competitiveness of Lycoming County's manufacturing base, *state share*, *industry mix*, and *competitive advantage* were calculated for each industry sector. The results are depicted in Table 1-16 and Appendix C. As indicated by the negative industry mix values, several of Lycoming County's basic sectors are slow-growth industries that are not keeping pace with the state economy. In other instances, job losses are consistent with national trends. Lycoming County's textile industry, for instance, has not witnessed any significant job growth over the last decade. It remains a *basic* sector, but struggles to maintain its competitive edge. Nationwide, the apparel and textile industry has been losing employment. Changing demographics and rising imports are placing increased pressure on U.S. apparel manufacturers to remain competitive in an increasingly fragmented market. Growing competition from foreign imports has forced many U.S. manufacturers – both large and small – to close plants, announce layoffs, and outsource assembly operations. Today, the industry is characterized by restructuring, which often includes acquisition as a means to expand product lines and to broaden market share. Global competitors dominate the marketplace, leaving room for local businesses only if they manage to fill a unique niche or enter into an exclusive retailer contract.

Table 1-16
Lycoming County's Manufacturing Sector
Shift-Share Analysis

Industry Sector	State Share (A)	Industry Mix (B)	Local Competitive Advantage (C)	Total Change (A+B+C)
Food & Kindred Products	132	-199	39	-29
Textile Mill Products	46	-183	139	0
Apparel & Other Textile Products	173	-1027	363	-492
Lumber & Wood Products	84	101	286	472
Furniture & Fixtures	167	-332	224	58
Paper & Allied Products	77	-174	-146	-243
Printing & Publishing	64	-97	58	24
Chemical & Allied Products	24	10	-18	16
Rubber & Misc. Plastics Products	97	54	-46	105
Stone, Clay, & Glass Products	32	-75	-116	-159
Primary Metal Industries	65	-219	-22	-176
Fabricated Metal Products	153	-130	533	556
Industrial Machinery & Equipment	177	-294	254	136
Electronic & Other Electric Equipment	81	-99	121	102

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Table 1-16 (cont'd) Lycoming County's Manufacturing Sector Shift-Share Analysis				
Industry Sector	State Share (A)	Industry Mix (B)	Local Competitive Advantage (C)	Total Change (A+B+C)
Transportation Equipment	200	-284	-974	-1059
Misc. Manufacturing Industries	16	-28	-79	-91

*Industries highlighted in **gray** represent sectors that are witnessing substantive job growth due to favorable local conditions.

Source: Unemployment Compensation Statistics, PA Dept. of Labor & Industry (2000)

In contrast, Lycoming County's fabricated metal industry has increased its competitive position throughout the decade *and* witnessed job growth that far outpaces its statewide counterpart. A quick glance at the companies that have located or expanded in Lycoming County over the last two years is a testament to the strength of this sector (Table 1-17), which exhibits strong linkages with wholesale trade and business services. Because this sector derives considerable benefits from the existing pool of labor and support services, it is well positioned for future growth.

The County's service sector should also witness job growth over the next decade, particularly within the area of business services. Throughout the late 1990s, the central region experienced double-digit growth in business services, outpacing statewide annual growth rates. According to a report prepared by RFA Industry Services "robust expansions in services, financial services, and trade are driving the region's healthy economic growth" (p.4)². The presence of leading educational institutions, namely the Penn College of Technology, bodes well for future growth within the County's service sector. The future of the health sector is less certain. While the sector gained employment over the decade, it lost employment share (LQ dropped from .9762 to .9551). Restructuring in the health services industry is a response by service providers to cut costs in the face of declining profits and lower-than-expected insurance reimbursements. Whether growth in outpatient care and in-home care can offset losses to this industry (i.e. rising cost of insurance premiums, mergers, and consolidations) remains to be seen.

Table 1-17 Major Company Locations & Expansions in Lycoming County				
Company Name	Product/Service	New Facility/Expansion	Jobs Created (Retained)	Capital Investment (US dollars)
Federal Express	Delivery Services	New Facility	80	\$2,500,000
Tura L.P.	Eyeglass Distribution	New Facility	40 (30)	\$3,000,000
Leclerc Foods	Pretzel, snack food	Expansion	0 (10)	\$6,000,000
Universal Reel Recycling	Re-manufactured cable spools	Expansion	30	NA
Truck Lite	Auto Parts Distributor	Expansion	30	NA

² RFA Industry Services (2000). *Pennsylvania Regional Economic Indicators*. A report prepared for the Pennsylvania Department of Community and Economic Development.

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Table 1-17 (cont'd)				
Major Company Locations & Expansions in Lycoming County				
Company Name	Product/Service	New Facility/Expansion	Jobs Created (Retained)	Capital Investment (US dollars)
G & W Bandsaw Co.	Saw Blade Manufacturer	Expansion	0 (5)	NA
Keystone Friction Hinge	Fabricated Metal Products	New Facility	101	NA
Wenger's Feeds	Feed Mill	New Facility	9	NA
Gander Mountain	Retailer of outdoor & hunting supplies	New Facility	48	NA
Grizzly Industrial	Manufactures and distributes woodworking machinery	New Facility	100	NA
PMF Industries	Stainless steel hollow cones and cylinders	Expansion	60	NA
Primus Technologies Corp.	Circuit Assembly	Expansion	370	NA
TOTAL			868	\$8,503,000

*this table represents data from 2000-July 31, 2002

Source: Industrial Properties Corporation, a division of the Williamsport/Lycoming Chamber of Commerce

Conclusion

The relatively tight labor market – and current recession - may further constrain economic expansion in Lycoming County, particularly within sectors that are highly dependent upon consumer spending, such as residential construction, home furnishings, and personal apparel. Indeed, as Table 1-18 indicates, some of the companies that have issued layoffs or closed within the last year have been manufactures of durable consumer goods.

Table 1-18				
Company Layoffs/Closings				
Lycoming County				
Company	Specialization	Layoff Date	Closure Date	Total Jobs Lost
American Lumber	Kiln-dried hardwood	-	7/01	85
Heilig-Meyers	Retail furniture store	-	7/01	12
HON Industries	Wooden office furniture	-	7/01	186
Wundies	Children and ladies underwear & sleepwear	10/01 (45) 5/02 (13)	8/01 (20)	78
General Cable	Cord sets and appliance cords	-	9/01	341
Strick Corporation	Industrial Trailers	10/01	-	25

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Table 1-18 (cont'd) Company Layoffs/Closings Lycoming County				
Company	Specialization	Layoff Date	Closure Date	Total Jobs Lost
Grumman Olson Industries, Inc.	Tuck bodies	2/02	-	170
AT & T	Voice, video, and data communications	3/02	-	25
HDM	Life-saving puncture proof fabric	5/02	-	4
Total Jobs Lost				926

Source: Focus Central Pennsylvania (2002). This database was compiled from direct and indirect (e.g. newspaper) sources. It may not represent a complete listing of companies within Lycoming County that have closed or laid off employees within the last year.

Despite its market dominance, restructuring has come to characterize the manufacturing sector, which has experienced its share of job losses throughout the decade. Although many manufacturing sectors exhibit *local* competitive advantage, these industries are *basic* in orientation, which makes them more susceptible to outside influences (i.e. demand for exports, value of U.S. dollar overseas) and large-scale economic fluctuations. As this analysis has demonstrated, multiple factors can influence industry performance. And many of these factors are outside a community's direct control. The restructuring that has characterized the manufacturing and service industries underscores the need for policies that support local business development and entrepreneurial activity. Indeed, the 2000-2001 Annual Report for the TEAM PA Business Calling Program acknowledges that nearly 75 percent of all business within the Central Region employ less than 10 people³. The program is beginning to extend its outreach services to this community, clearly a dominant player in the employment market.

Issue – Local perception of a good labor force/work ethic

A good, well-trained labor force is important to attracting and maintaining a good business climate. Based on information presented in a Workforce Study prepared for the Industrial Properties Corporation (IPC) of the Williamsport/Lycoming Chamber of Commerce by The Pathfinders, the Williamsport/Lycoming area maintains a labor force with a good work ethic. The workforce study is dated July 2002. Key findings of this study are as follows:

- The study area or “labor shed” included Lycoming, Union and portions of Montour, Snyder, Clinton and Northumberland counties.
- According to the study a total of 38,600 workers are available within the labor shed. Based on a survey conducted in conjunction with the study.
 - 26,500 of these workers are underemployed (now working but desire better jobs and possess the skills, education, and experience to qualify for better jobs).
 - 8,000 individuals are seeking work (unemployed)
 - 4,100 people are not working but contemplating re-entering the workforce.

³ SEDA-COG. June 2001. “Understanding the Needs of Our Central Pennsylvania Customers.” Annual Report for the TEAM Pennsylvania Business Calling Program.

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- The following tables summarize employers' views of the area workforce relative to productivity, reliability and attitudes, competencies, and availability. The tables also include comparison of the Williamsport area employers who rated their workers "Excellent", "Good", "Fair", or "Poor" on each factor with the "Highest" and "Median" ratings of each factor in over 100 areas surveyed in the last eighteen months by the study consultant. The Williamsport area is compared to large, small and similar sized communities and counties from around the nation.

▪ Williamsport Area Civilian Workforce	126,950
▪ Largest Workforce Surveyed by Study Consultant	3,452,000
▪ Median Workforce Surveyed by Study Consultant	130,650
▪ Smallest Workforce Surveyed by Study Consultant	3,350
▪ Number of Locations Surveyed by Study Consultant	233

Hazleton and Scranton are two additional Pennsylvania locations surveyed by the study consultant.

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Table 1-19 Comparisons of Employers Ratings (Total Workforce) Williamsport Area Labor Shed/Locations Previously Surveyed							
Worker Productivity							
Excellent		Good		Fair		Poor	
Williamsport	30%	Williamsport	50%	Williamsport	20%	Williamsport	0%
Median	19%	Median	59%	Median	20%	Median	5%
Worker Reliability and Attitudes							
Excellent		Good		Fair		Poor	
Williamsport	30%	Williamsport	30%	Williamsport	40%	Williamsport	0%
Median	17%	Median	56%	Median	26%	Median	6%
Reading/Writing Competency							
Excellent		Good		Fair		Poor	
Williamsport	10%	Williamsport	50%	Williamsport	30%	Williamsport	10%
Median	9%	Median	54%	Median	27%	Median	8%
Calculations Competency							
Excellent		Good		Fair		Poor	
Williamsport	20%	Williamsport	40%	Williamsport	10%	Williamsport	30%
Median	8%	Median	50%	Median	39%	Median	9%
Availability of Skilled Workers							
Excellent		Good		Fair		Poor	
Williamsport	0%	Williamsport	40%	Williamsport	40%	Williamsport	20%
Median	7%	Median	41%	Median	37%	Median	19%
Availability of Unskilled Workers							
Excellent		Good		Fair		Poor	
Williamsport	10%	Williamsport	50%	Williamsport	30%	Williamsport	10%
Median	19%	Median	48%	Median	24%	Median	8%
Availability of Technical Workers							
Excellent		Good		Fair		Poor	
Williamsport	0%	Williamsport	50%	Williamsport	40%	Williamsport	10%
Median	7%	Median	30%	Median	46%	Median	22%
Availability of Professional Workers							
Excellent		Good		Fair		Poor	
Williamsport	0%	Williamsport	50%	Williamsport	50%	Williamsport	0%
Median	9%	Median	34%	Median	38%	Median	22%

Source: The Pathfinder, The Williamsport/Lycoming County, Pennsylvania Area Workforce Report (July 2000).

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- Overall, 80% of employers surveyed rated workers in the labor shed “Excellent” and “Good” relative to productivity. A total of 60% of employers surveyed rated workers in the labor shed “Excellent” and “Good” relative to reliability and attitude. Overall, the employers rated the availability of workers in the Williamsport area as “Good”. According to the study, “The Williamsport area workforce received good marks for productivity. Many of the companies interviewed stated that their local operations compared favorably with operations in other locations in terms of profitability and production.”² The results of this report tend to substantiate the local view that Lycoming County has a good labor force and work ethic.

Issue – Local perception that area has lower paying jobs available

As noted earlier, good paying jobs are important to keeping a good proportion of younger workers in the area.

The U.S. Department of Labor, Bureau of Labor Statistics calculates occupational employment and wage estimates at the national, state, and metropolitan statistical area levels annually. The estimates are calculated from data collected in a national survey of employers. Data on occupational employment and wages are collected from employers across the country.

The following table lists employment and median hourly wage estimates calculated in 2000 by occupation. Pennsylvania’s median hourly rate is also listed. Employment is the estimated total occupational employment in the Williamsport Metropolitan Statistical Area (MSA). In order to make a comparison between the median hourly wage in Williamsport and Pennsylvania, it was necessary to standardize the Williamsport Median Hourly Wage based on cost of living differences. Lycoming County’s cost of living index is 100.1; Pennsylvania’s cost of living index is 105.5.³ A ratio of 0.054 was applied to the Williamsport Median Hourly Wage (5.4 percent difference between Pennsylvania’s cost of living index and Lycoming County’s cost of living index) to determine the “Adjusted Median Hourly Wage (Williamsport MSA)”.

Occupation Title	Employment (Williamsport MSA)	Median Hourly Wage (Williamsport MSA)	Adjusted Median Hourly Wage (Williamsport MSA)	Median Hourly Rate (Pennsylvania)	Percent Difference
Management	2,590	\$23.87	\$25.08	\$28.08	-10.6%
Business and Financial Operations	1,160	\$14.95	\$15.76	\$19.79	-20.3%
Computer & Mathematical	300	\$20.61	\$21.72	\$24.58	-11.6%
Architectural & Engineering	650	\$18.80	\$19.82	\$23.26	-14.7%

² The Pathfinders, The Williamsport/Lycoming County, Pennsylvania Area Workforce Report (July 2000), p.12.

³ The Center for Rural Pennsylvania, Differences in the Cost of Living Across Pennsylvania’s 67 Counties. July 2000. pp. 39, 40.

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Table 2-20 (cont'd)
Employment and Median Hourly Wage Estimates by Occupation
Williamsport Metropolitan Statistical Area (2000)

Occupation Title	Employment (Williamsport MSA)	Median Hourly Wage (Williamsport MSA)	Adjusted Median Hourly Wage (Williamsport MSA)	Median Hourly Rate (Pennsylvania)	Percent Difference
Life, Physical & Social Science	190	\$19.89	\$20.96	\$18.84	+10.1%
Community & Social Services	640	\$13.09	\$13.80	\$12.96	+6.0%
Legal	230	\$17.71	\$18.67	\$23.99	-22.1%
Education, Training, & Library	2,970	\$18.63	\$19.64	\$18.31	+6.7%
Arts, Design, Entertainment, Sports & Media	300	\$9.01	\$9.50	\$15.12	-37.1%

Healthcare Practitioners & Technical	2,910	\$18.27	\$19.26	\$19.09	+0.8%
Healthcare Support	1,290	\$8.19	\$8.63	\$9.61	-10.1%
Protective Service	850	\$15.28	\$16.11	\$13.19	+18.1%
Food Preparation & Serving Related	3,990	\$6.41	\$6.76	\$6.72	+0.5%
Building & Grounds Cleaning & Maintenance	1,520	\$6.97	\$7.35	\$8.39	-12.3%
Personal Care & Service	700	\$6.74	\$7.10	\$7.79	-8.8%
Sales & Related	5,540	\$8.47	\$8.93	\$8.54	+4.3%
Office & Administrative Support	8,110	\$9.93	\$10.47	\$11.23	-6.7%
Farming, Fishing & Forestry	70	\$7.58	\$7.99	\$9.24	-13.5%
Construction & Extraction	2,240	\$13.32	\$14.04	\$16.47	-14.7%
Installation, Maintenance & Repair	2,220	\$12.76	\$13.45	\$15.06	-10.6%
Production	6,830	\$10.70	\$11.28	\$12.02	-6.1%
Transportation & Material Moving	3,990	\$9.97	\$10.51	\$11.06	-4.9%

Source: U.S. Department of Labor, Bureau of Labor Statistics, 2000 Metropolitan Area Occupational Employment and Wage Estimate, Williamsport, PA MSA.

Based on review of the preceding table, adjusted median hourly wages in the Williamsport MSA and median hourly wages statewide, the comparison results in the following findings:

- Only seven of the 20 Occupation Classifications show pay rates to be higher in the Williamsport Area when compared to the statewide median. (See Table 1-20)

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- Generally, the wage rates in the Williamsport Area do appear to be lower than the rates statewide.
- Some of the higher wage rate classifications associated with Community and Social Services, Education, Healthcare, and Protective Services are of interest because input from the Planning Advisory Teams indicated that locally the area is perceived as having a good education, health and community services infrastructure.

The U.S. Department of Labor, Bureau of Labor Statistics occupational employment and wage data suggests that the majority (43.5%) of the jobs within the Williamsport MSA earn employees between \$9.00 and \$12.99 per hour. Statewide this percentage is lower at 39.7. Approximately 26% of occupational wages were less than \$8.99 per hour, wages which some might consider “low”. Statewide this percentage is lower at 22.8. The following table demonstrates that a greater percentage of employees in the Williamsport MSA earn lower wages compared to the state. Similarly, a greater percentage of Pennsylvania earn higher wages compared to the Williamsport MSA.

Median Hourly Wage Range	Employment (Williamsport MSA)	% Total Employment (Williamsport MSA)	Employment (Pennsylvania)	% Total Employment (Pennsylvania)
> \$18.00 per hour	9,610	19.5%	1,457,740	26.0%
\$13.00 – 17.99 per hour	5,120	10.4%	648,410	11.6%
\$9.00 – 12.99 per hour	21,450	43.5%	2,226,140	39.7%
< \$8.99 per hour	13,110	26.6%	1,279,110	22.8%

Source: U.S. Department of Labor, Bureau of Labor Statistics, 2000 Metropolitan Area Occupational Employment and Wage Estimates, Pennsylvania and Williamsport, PA MSA.

Actual wage rates of employees in the Lycoming County area were identified for a Workforce Study prepared for the Industrial Properties Corporation of the Williamsport/Lycoming Chamber of Commerce by The Pathfinders (July 2002).

The study area or “labor shed” included Lycoming, Union and portions of Montour, Snyder, Clinton and Northumberland counties. Based on a survey conducted in conjunction with the study a total of 26,500 underemployed workers (now working but desire better jobs and possess the skills, education, and experience to qualify for better jobs) were identified within the labor shed.

Actual wages as reported by the underemployed workers, are as follows:

- > \$18.00 per hour 6,000 22.6%
- \$13.00 – 17.99 per hour 6,800 25.7%
- \$9.00 – 12.99 per hour 8,800 33.2%
- < \$8.99 per hour 4,900 18.5%

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This data suggests that forty-eight percent of the employees within the labor shed earn more than \$13.00 per hour. Approximately 18% of the underemployed workers surveyed earned less \$8.99 per hour. The federal minimum wage is currently \$5.15 per hour.

Based on adjusted wage rate information in conjunction with the results of the countywide workforce study, Lycoming County has a comparative disadvantage in terms of a higher number of lower paying jobs compared to Pennsylvania. However, the workforce study prepared for the IPC indicates that a smaller percentage of survey respondents reported receiving wages at \$8.99 or lower compared to the state.

Issue – Local perception that area has lack of employment opportunities

Unemployment Trends

Several companies in the region experienced layoffs or plants closures during the past twelve months. Therefore, the perception that there is a lack of employment opportunities in the Williamsport area is not unfounded. The following table provides civilian labor force data comparing Lycoming County and Pennsylvania in April 2001 and 2002. The county unemployment rate has increased at relatively the same rate as the state. Lycoming County's civilian labor force increased by 400; while its unemployment increased by 800.

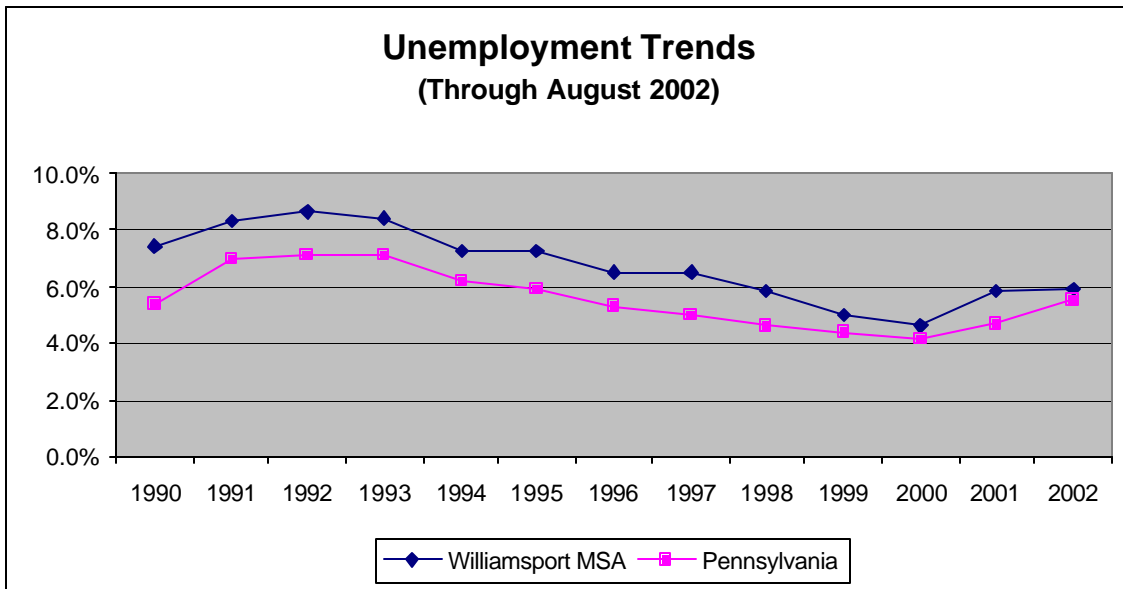
Table 1-22 Civilian Labor Force Data Lycoming County and Pennsylvania				
	Lycoming County		Pennsylvania	
	April 2001	April 2002	April 2001	April 2002
Unemployment Rate	5.0%	6.3%	4.2%	5.0%
Civilian Labor Force	57,500	57,900	6,000,000	6,042,000
Employment	54,600	54,300	5,478,000	5,741,000
Unemployment	2,900	3,700	252,000	302,000

Source: Center for Workforce Information and Analysis, Pennsylvania Department of Labor and Industry.

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Figure 1 - 15



Although there may be a perceived lack of employment opportunities, Lycoming County is aggressive in its business recruitment strategies. According to the Industrial Properties Corporation of the Williamsport/Lycoming Chamber of Commerce, the number of business prospects looking at Lycoming County to site facilities has increased during 2001-2002. During 2001 a total of 39 business prospects toured Lycoming County sites. Between January and July 2002, 50 business prospects toured Lycoming County sites. The Industrial Properties Corporation attributes a great deal of the interest in Lycoming County over the past year to a revised marketing approach.

In order to address the concern that there is a lack of employment opportunities in the county, the IPC will be reporting its efforts at recruiting new and retaining existing county businesses to the public on a regular basis.

Educational Attainment

Educational attainment is of primary importance to the general welfare and economic vitality of any region. Skills and abilities required to compete in the labor market are acquired through the educational process. These skills, in turn, provide a degree of economic security for the individual and improve the overall economic and employment conditions of the area municipalities.

In Table 1-23 U. S. Census data from 1990 and 2000 is used to compare the educational attainment levels of persons 25 years and older in municipalities in the I-99 corridor with the county, and across the state of Pennsylvania. With a current high school graduation rate of 80.3

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percent the planning area’s educational level is slightly lower than the 81.9 percent state high school graduation average. For a bachelor’s degree attainment, levels throughout the region are generally below the state and county averages of 22.4 percent and 15.1 percent respectively. These trends indicate that the overall planning area’s education level is somewhat below average. Considering the high number of school age children in this region, it is increasingly important to concentrate on planning for quality education and the provision of higher education attainment programs. This is especially important if the local population is to maximize opportunities for employment within “high-tech industries.”

Table 1-23 Educational Attainment 1990-2000				
<i>Municipality</i>	Percent of Persons 25 Years Old and Over by Educational Attainment Level			
	1990		2000	
	High School Graduate or higher	Bachelor’s Degree or higher	High School Graduate or higher	Bachelor’s Degree or higher
Pennsylvania	74.7%	17.9%	81.9%	22.4%
Lycoming County	74.5%	12.3%	80.6%	15.1%
I-99 PLANNING AREA	70.3%	7.3%	80.3%	11.4%
Jersey Shore Borough	72.1%	10.7%	79.4%	10.8%
Piatt Township	73.5%	3.5%	82.7%	13.7%
Porter Township	69.2%	9.5%	80.4%	11.3%
Woodward Township	66.2%	5.3%	78.5%	9.8%

(1) High school is equivalent to completing 12 years of school and includes obtaining a high school diploma or equivalency. College includes completing 13 years or more of post high school level education and includes two and four year college programs, and graduate programs.

Source: U.S. Census Bureau, 1990 and 2000 STF3A

Issue - Importance of Keystone Opportunity Zones (KOZs)

Pennsylvania initiated the (KOZ) program in July 1999. Keystone Opportunity Zones (KOZs) are defined, parcel-specific areas with reduced or no tax burden for property owners, residents and businesses. Over 37,000 acres of land are included in KOZ sites statewide. Over 10,000 new jobs have been created since the initial KOZ program began in 1999.⁴

A total of 460 acres of Lycoming County land are included within three KOZ sites. According to the Industrial Properties Corporation of the Williamsport/Lycoming Chamber of Commerce, the number of remaining acres of KOZ land is 70. The KOZ program is a valuable business

⁴ DCED, KOZ website (<http://koz.inventpa.com/what.html>).

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attraction tool used by the Industrial Properties Corporation. Currently, 280 jobs have been created at Lycoming County KOZ sites.⁵

Based on this limited data one may deduce that Lycoming County's KOZ sites are producing more jobs per acre compared to the state. The ratio between the number of jobs created per acre in KOZs statewide is 0.27 compared to 0.60 in Lycoming County. This data may suggest that KOZ sites are an important economic development tool in Lycoming County.

Issue – Importance of Airport and High Costs of Air Transport

The Williamsport Regional Airport is located along the Susquehanna River in the Borough of Montoursville. Two runways serve the airport. Runway 9/27 is 6,474 feet long and 150 feet wide and is considered the primary runway with a precision instrument landing approach. Runway 12/30 is 4,280 feet long and 150 feet wide and is the secondary runway with a non-precision landing approach.

The airport has regularly scheduled commercial service through USAir with seven flights daily that leave for Pittsburgh or Philadelphia. The Philadelphia flights utilize Beech 1900's having a capacity of 19 passengers while the Pittsburgh flights utilize SAAB 340s with a capacity of 33 passengers.

Recently, the Pennsylvania Bureau of Aviation completed an economic impact analysis for the Williamsport Regional Airport. In 1999, the airport had 15 aviation-related tenants on the airport that supported 182 employees. These tenants generated approximately \$19.8 million annually in direct output (sales and expenditures) at the airport. The direct and indirect impact of the airport was over 800 employees and \$50.3 million of output. There are approximately 40,000 commercial service enplanements on a regular basis. In addition to the commercial service facilities, the airport provides many services for general aviation users. These include Jet A and 100LL fuel, aircraft maintenance, hangars and tiedowns, charter flights, and avionics service.

The Lycoming County community has commercial airline service opportunities with direct flights, via US Airways Express, to major international hubs at Philadelphia and Pittsburgh. Multiple daily departures connect Williamsport to over 160 cities in the United States, Canada, Europe, Central and South America. Because of the excellent connectivity of these hubs, Williamsport travelers, more often than not, enjoy one-stop service from Williamsport to the passenger's desired destination. Due to the airport administration's pro-active position on keeping ticket costs competitive, the airfares from Williamsport Regional Airport are normally within 5-15 % of competitors airport's prices.

Since August of 2002, Williamsport's airfare structure has been essentially parallel with those prices charged passengers at Harrisburg International Airport by US Airways. Since August, business traveler usage of Williamsport Regional Airport has increased. With competitive prices and the convenience of location, Lycoming County and Northcentral Pennsylvania business travelers' use of the airport will grow as "leakage" of these customers to other airports will be reduced.

⁵ Industrial Properties Corporation of the Williamsport/Lycoming Chamber of Commerce.

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Commercial air service has changed forever due to the events of September 11, 2001. Major commercial airlines experienced severe service and financial losses in 2001. In August 2002, USAir filed for bankruptcy protection, placing the future of the airline and its service areas in jeopardy. Under this protection, USAir will look for ways to cut costs and operations in an attempt to reorganize itself. Smaller commuter airports like Williamsport Regional are very vulnerable to the possibility of reduced airline service. US Airways has indicated to airport administration that their yields at Williamsport have continually been “strong.” This is viewed by airport management as a plus for continued airline service, even in the current industry turmoil. Even so, the Williamsport Regional Airport and Lycoming County should remain cognizant of flight and service changes.

The other major issue facing Williamsport Regional Airport is its primary runway length limitations. The airport authority has been planning a runway extension to over 7,000 feet over the last several years. A major issue facing the airport is the lack of critical aircraft operations (those operations requiring additional runway length). For the purposes of this runway extension, 500 or more operations of “a family of aircraft whose gross operating weight is in excess of 20,000 pounds.” This is a change from the previous criteria of the runway extension plan at Williamsport, which originally used the Boeing 727 as the “critical operations aircraft” for the project. When evaluating critical operations, the FAA evaluates the aircraft type and runway length needed for safe operation of that aircraft when empty weight, payload, fuel requirements, humidity, temperature and wind are considered. It is from compilation of this data that the justification for the runway extension is developed. Study by Kimball Engineers on this project is continuing. In addition, while some travelers are leery of commuter aircraft (a diminishing phenomena), the airlines are moving to smaller jets for most non-hub markets. The phase out of the Beech 1900 will help to defuse the worry that some passengers have for small airlines. US Airways and other carriers are working to replace turboprop aircraft with regional jet service.

Issue – Municipal Competition hurts regional cooperation

Local competition and regional cooperation often are seen as involving trade-offs or compromises of important objectives affecting the level of available resources. Communities competing with each other for resources often define the benefits and liabilities of resources for much smaller geographic areas than communities involved in area-wide cooperation. This can result in incomplete consideration of all of the benefits and liabilities which may flow from the resources for which they are competing. When that happens, resources which may be advantageous for one community, may turn out to involve liabilities for nearby communities.

An example of local competition which could reduce area-wide cooperation is the contest that often occurs among municipalities when an opportunity to attract a big box retail facility or a major visitor attraction occurs. In order to make facilities with area-wide attraction as successful as possible, they should locate in or near the population center and the center of the area-wide transportation network. Such transportation network and population centers usually feature highways with the greatest traffic carrying capacity of the area, in addition to at least some mass transit service in many areas. Superior transportation access in a population center location would make these facilities more accessible to a larger number of shoppers or patrons.

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This also helps to reduce or eliminate the problem of financial benefit for a single municipality in terms of tax base gains, at the expense of other municipalities in which residents must drive greater distances to patronize these facilities. Agreement to seek strategic rather than opportunistic locations of such facilities also helps to ensure that all relevant decision-making factors are carefully considered, rather than allowing local competing interests in tax ratables to dominate development decision-making processes.

Inter-municipal cooperation in development can have a favorable impact on infrastructure costs, and it can save infrastructure capacity, making it more cost effective than less appropriate locations. Such positive impacts are more likely to occur when the established inter-municipal or countywide process that provides for review and evaluation for all effective parties is followed. When this process is followed, it provides an opportunity for everyone to understand and evaluate the principal impacts during the land development approval process. Adoption of a countywide zoning ordinance is one way to ensure that the same criteria are used to assess the merit of competing locations for area-wide facilities.

Issue - Loss of Farms

Locally, farming is considered an important part of the economy, as well as important for aesthetics, open space, and habitat management. According to the 1997 Census of Agriculture, compiled by the US Department of Agriculture and the PA Agricultural Statistics Service, between 1992 and 1997 yields the following results for Lycoming County with an important caveat given after the comparison:⁶

- Land in farms *increased* 2 percent from 132,999 acres to 135,561 acres. On the other hand, a comparison of 1987 and 1997 land in farms reveals a 2.7 percent *decrease* of farmland or 3,773 acres (139,334 acres to 135,561 acres).
- Number of full time farms *decreased* 6 percent from 469 farms to 440 farms. (The total number of all types of farms was 841 in 1997.)
- Average size of farms *decreased* 3 percent from 166 acres to 161 acres.

A comparison of these statistics to the overall picture for Pennsylvania reveals:

- Land in farms *slightly decreased* by .3 percent from 7,189,541 acres in 1992 to 7,167,906 acres in 1997. A more substantial comparison is that of 1987 land in farms to 1997. Land in farms *substantially decreased* by 8.9 percent from 7,866,289 acres in 1987 to the 7,167,906 acres in 1997.
- Number of full time farms in Pennsylvania *decreased* 5 percent in the five-year period from 1992 to 1997, from 26,959 farms to 25,635 farms, respectively.

⁶ US Department of Agriculture, National Agricultural Statistics Service, "Highlights of Agriculture: 1997 and 1992 Lycoming County, Pennsylvania

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- Average size of farms for all of Pennsylvania *decreased* 1 percent from 160 acres in 1992 to 158 acres in 1997. This average size is slightly smaller than Lycoming County's average size of 161 acres in 1997.

The Census of Agriculture is a mandatory census taken every five years covering the years ending in "2;" and "7." It is a complete accounting of United States agricultural production. The census defines a farm as every place from which \$1,000 or more of agricultural products were produced and sold or normally would have been sold during the census year.⁷ (Caveat: It is known that the Census of Agriculture changed its definition of a "farm" for the 1997 Census to be more inclusive than for previous census. While the Census of Agriculture maintains that a direct comparison can be made between the 1992 Census and the 1997 Census, it is believed that 1997 Census includes acreage not previously counted for Christmas tree farms and other crops or produce not previously counted.)

Issue - Influence of Little League Baseball:

The local perception is that the presence of the Little League World Series plays a very significant economic role in Lycoming County and needs to be accounted for during the planning process.

For the year 2000, it was reported that domestic travelers spent approximately \$175 million in Lycoming County. The Williamsport/Lycoming Chamber of Commerce estimated the Little League World Series, a 10-day event, accounts for \$11 million of this total. Additionally, the *total* economic impact of travel and tourism in Lycoming County was calculated to be approximately \$395 million.⁸ A total economic impact calculation includes direct, indirect, and induced impacts of both spending and employment compensation. Little League World Series' total economic impact is thus assessed to be about \$25 million. Little League Baseball's year round economic impact is believed to be somewhat in excess this \$25 million, since it draws travelers to the county throughout the year for summer camp, ancillary events, and the Little League Museum.

Issue – Affordable Taxes:

Locally, many perceive that lower taxes in Lycoming County are attractive to businesses and potential employees who may want to live in the area. Lycoming County property taxes are affordable when compared to property taxes in other counties in Pennsylvania. The following table shows Lycoming County property taxes on a hypothetical home valued at \$150,000 as compared to four other selected counties.

⁷ Website: http://www.nass.usda.gov/census/pub_bro1.htm, "What is the Census of Agriculture?"

⁸ D.K. Shifflet & Associates, *The Economic Impact of Travel in Pennsylvania: 1999-2000*, page B-25.

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**Table 1-24
Property Tax**

	Common Level Ratio	County Mills	Municipal Mills	School District Mills	Total Mills	Estimated Tax on \$150,000 (Market Value) Home
Lycoming County (Average)	69.7	4.9	1.821148	15.61308	22.33423	\$2,335.04
Allegheny County (Average)	81.2	4.69	5.144548	19.3503	29.18485	\$3,554.71
Cumberland County (Average)	93.7	2.149	0.788218	24.78471	27.72192	\$3,896.32
Luzerne County (Average)	7.7	90.8	20.12013	202.4605	313.3807	\$3,619.55
Lycoming High - Williamsport City	69.7	4.9	9.88	17.35	32.13	\$3,359.19
Lycoming Low - Pine Twp.	69.7	4.9	0.55	8.52	13.97	\$1,460.56

(1) The Common Level Ratio is an empirical ratio which measures how a county's assessments compare with current real estate market valuations. Each year the [Pennsylvania State Tax Equalization Board](#) (STEB) certifies each county's common level ratio. It is developed by comparing the recent actual arm's length selling prices of real property in the county with the assessments of each sold property. Thus, if a property with an assessment of \$20,000 sells at arm's length for \$100,000, its individual empirical assessment ratio is 20 percent. The average of all such assessment ratios of county properties which sold at arm's length over the past year is certified as the common level ratio or STEB ratio.

Source: Pennsylvania's Governors Center for Local Government Services: Municipal Statistics Online Database

Issue – Access to Capital and Small Business Opportunities:

Locally, there is the perception that the local business community does have access to capital for financing business development.

All businesses need adequate access to capital for success. In particular, small businesses need financing in order to remain competitive with larger companies in the marketplace. Moreover, small businesses with limited equity capital, fewer assets to pledge as collateral, uncertain earnings, and high failure rates have a more difficult time than larger businesses securing necessary capital. Small businesses often fail because they lack sufficient access to capital at start-up or during key growth phases.

In addition to competitive bank financing, public sector loan programs can be used with private sector financing to provide attractive financing packages to businesses throughout Pennsylvania. In Lycoming County, the following public sector loan programs are available to businesses:

- Small Business Administration (SBA) Loan Guarantee or 7(a) Loan Programs. This is SBA's largest loan program. Since 1992, the program has provided almost \$76 billion in capital to America's small entrepreneurs. 7(a) loans make-up nearly 30 percent of all long-term loans made to U.S. small businesses.
- The Certified Development Company or "504" Loan Program. This program generally provides financing that includes 50% banking participation, 40 % SBA participation, and 10% owner's equity injection.
- The Small Business Investment Company Program. The SBIC program is the most successful equity investment program in our nation's history. The SBIC program provides funding to all types of manufacturing and service businesses.

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Pennsylvania state loan programs that are available for businesses in Lycoming County include:

- Opportunity Grant Program
- PA Economic Development Financing Authority Tax Exempt Financing
- PA Economic Development Financing Authority Taxable Financing
- PA Capital Finance Program
- Small Business First

Bond Financing

- PA Economic Development Financing Authority (PEDFA) Tax-Exempt
- PA Economic Development Financing Authority (PEDFA) Taxable
- Industrial Sites Reuse Program
- Infrastructure Development Program

Infrastructure

- Infrastructure Development Program
- Opportunity Grant Program
- Pennsylvania Infrastructure Investment Authority
- Rail Freight Assistance
- Enterprise Zone Program
- Pennsylvania Industrial Development Authority
- Pennsylvania Smart Lease
- Small Business First

Loan Guarantee

- Capital Access Program
- Machinery & Equipment
- Enterprise Zone Program
- Machinery and Equipment Loan Fund
- Opportunity Grant Program
- Pollution Prevention Assistance Account
- Pennsylvania Smart Lease
- Small Business First

Retail and Commercial

- Community Economic Development Loan Program
- Pennsylvania Community Development Bank Grant Program
- Pennsylvania Community Development Bank Loan Program
- Pennsylvania Minority Business Development Authority
- PA Capital Access Program

Working Capital

- Opportunity Grant Program
- Small Business First

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Human Service Characteristics

Overview of Human Services Needs

Providing adequate education to the younger generation and providing community services to a growing elderly population, are two of the most important community service needs in any community. The following table (Table 2 - 25) portends some trends and issues of the area regarding the younger generations and the elderly population.

Table 1-25 Trends in Special Populations (Young & Elderly)									
Municipality	Age 0 – 4			Age 5 – 19			Age 65+		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
Pennsylvania	797,058	727,804	-8.7%	2,361,520	2,542,780	7.7%	1,829,106	1,919,165	4.9%
Lycoming County	8,165	6,601	-19.2%	25,127	25,294	0.7%	17,940	19,251	7.3%
I-99 PLANNING AREA	700	610	-12.9%	1,984	2,102	5.9%	1,291	1,487	15.2%
Jersey Shore Borough	334	319	-4.5%	972	961	-1.1%	667	766	14.8%
Piatt Township	101	78	-22.8%	235	293	24.7%	136	140	2.9%
Porter Township	89	80	-10.1%	312	349	11.9%	214	287	34.1%
Woodward Township	176	133	-24.4%	465	499	7.3%	274	294	7.3%

Source: U.S. Census

The school age population increased by 5.9 percent in the planning area from 1990 to 2000, but the number of children under 5 years of age substantially declined in the same time period. This suggests, for instance, that school enrollment numbers have and will continue to decline. A similar trend is occurring in the county and the state. During the same time the elderly population of those 65 and older grew significantly for the planning area by 15.2 percent. The challenges and opportunities these trends create are discussed throughout this section.

Issue – Considered safe place to live but there is concern for perceived increase in crime and drug use rates

For the year 2000, Lycoming County ranked 49th among the 67 counties for violent and property crimes (Part 1 offenses). Its crime rate per 100,000 people was 1,497. This compares to Philadelphia County with a crime rate of 6,905 (per 100,000) and Union County with a crime rate of 773 (per 100,000). For the year 2000, no murders were reported in Lycoming County.⁹

When looking at metropolitan statistical areas (MSAs), the City of Williamsport and Suburban Williamsport-Lycoming were among the *bottom five* MSAs for violent and property crimes (Part 1 offenses). For the year 2000, Suburban Williamsport-Lycoming's rate of violent and property

⁹ Pennsylvania State Police, 2000 Crime in Pennsylvania Annual Uniform Crime Report, "Table 2: Part 1 Offenses Reported by County."

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crime offenses was slightly better than the City of Williamsport at 1,475.5 and 1,560 offenses per 100,000 people, respectively.¹⁰

Pennsylvania has conducted biannual surveys of school students (6th, 8th, 10th & 12th graders) to assess their attitudes and behaviors involving alcohol, tobacco and other drugs. The 2001 survey, known as the Pennsylvania Youth Survey, presents findings at the state and regional level, but not at a county or local level. For the North Central Region of Pennsylvania (includes the counties of Lycoming, Potter, Tioga, Bradford, Clinton, Centre, Union, Snyder, Northumberland, Montour, Columbia and Sullivan) the following was reported:¹¹

- Lifetime use of alcohol was 57.7%; lifetime use of cigarettes was 28.2%; and lifetime use of marijuana was 15.6%. The next two most frequently used drugs were stimulants, lifetime use of 8.4%, and depressants, lifetime use of 6.5%.
- When compared to the other regions of the state—Northwest, Northeast, Southwest, South Central, and Southeast—the North Central Region had the *lowest* lifetime use of all the drugs/behaviors mentioned above: alcohol, cigarettes, marijuana, stimulants and depressants.

The Lycoming County Health Improvement Coalition, Inc. has reported some of the following findings from local surveys conducted in 1995 and 2000:¹²

- The number of students who have drunk alcohol one or more times in the last 12 months has decreased across all grade levels.
- Tobacco use among teenagers in Lycoming County has decreased from 1995 to 2000.
- Marijuana use has decreased among 6th, 7th and 9th graders, and increased among 10th, 11th and 12th graders.
- Experimental cocaine use has increased among 7th, 9th, 10th, and 11th graders.

Issue – Perception that residents of Lycoming County have good access to health and human services

The Lycoming County Health Improvement Coalition Inc. was organized in 1994 and consists of a voluntary collaboration of 37 board members and over 50 Task Force Team volunteers representing various sectors of the community, including religious organizations, schools and higher education, minority groups, municipal and county government, public health, health care, civic and community organizations. The coalition's mission is to improve the health status of the Lycoming County community by identifying and facilitating response to priority health and wellness issues through a collaborative community-driven process.

This coalition currently lists approximately 250 different community service organizations and programs in its directory ([See www.lchic.org](http://www.lchic.org)).

¹⁰ Pennsylvania State Police, "Table 4: Offenses by Metropolitan Statistical Area."

¹¹ Pennsylvania Commission on Crime & Delinquency, *Communities that Care: Pennsylvania Youth Survey 2001*, "Table 63: Lifetime Use of Alcohol, Tobacco and Other Drugs, Statewide and Regional Estimates"

¹² Website: http://www.lchic.org/Priority_Issues/priority_issues.html, "Priority Issues."

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A selected look at PA Department of Health Family Health Statistics can provide an indicator snapshot of how Lycoming County compares to the state and other counties in terms of health and morbidity rates (See www.health.state.pa.us/stats).

Clearly Lycoming County is making a conscious effort to provide information on and access to important human services; however, a review of select statistics, for which data is readily available, provides an indicator of the effectiveness of those services to improve the wellness of a community, do not seem to indicate a system that clearly provides a comparative advantage to this community in terms of human services.

Data Category	Pennsylvania	Lycoming County
Low Birth Weight (Percent)	7.7	5.8
No Pre-natal care in 1 st trimester (Percent)	14.6	18.1
Mothers under 18 (Percent)	3.5	4.6
Infant Death Rate (Per 1000)	7.0	6.0
Hospital Beds (Per 1000)	2.9	2.6
Nursing Home Beds (Per 1000)	49.5	60.7
Green indicates a rate better than the statewide rate		
Yellow indicates a rate worse than the statewide rate		

Source: Pennsylvania Department of Health

Data Category	Pennsylvania	Lycoming County	Healthy People 2010 Target
Pregnancy Rate Among Females 15-17	31.3	27.8	43
Maltreatment of Children Under 18	8.0	7.7	10.3
Fetal Death Rate (20+ weeks gestation)	7.0	6.1	4.1
Perinatal Death Rate (28+ weeks gestation – 6 days of age)	7.5	7.6	4.5
Infant Death Rate (Under 1 year)	7.3	8.1	4.5
Neo-natal Death Rate (0-27 days)	5.1	5.4	2.9
Postneonatal Death Rate (28 – 364 Days of Age)	2.2	2.7	1.2
Child Death Rate 1 to 4 (Per 100,000)	31.1	54.4	18.6
Adolescent Death Rate 10-14 (Per 100,000)	18.8	24.4	16.8
Adolescent Death Rate 15-19 (Per 100,000)	63.6	57.2	39.8
Young Adult Death Rate 20-24 (Per 100,000)	91.2	62.7	49.0
Percent of Births to Mothers Beginning Prenatal Care in First Trimester	85.1	81.9	90.0
Percent of Live Births to Mothers Who Received Early and Adequate Prenatal Care	71.8	56.6	90.0
Percent of Low-Risk First-Time Mothers	19.0	23.7	15

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Table 1-27 Select Health Statistics from Healthy People 2010 (1996-2000)			
Data Category	Pennsylvania	Lycoming County	Healthy People 2010 Target
Giving Birth by Cesarean			
Percent of Infants Born at Low Birth Rate	7.8	6.1	5.0
Percent of Infants Born at Very Low Birth Weight	1.6	0.9	0.9
Percent of Preterm Live Births	9.4	7.8	7.6
Percent of Live Births to Women Who Did Not Smoke During Pregnancy	83.1	75.9	99.0

Green indicates rate is equal to or better than both the statewide rate and the target rate.
Yellow indicates rate is equal to or better than the statewide rate but worse than the target rate.
Orange indicates rate is worse than both the statewide rate and the target rate.

Source: Pennsylvania Department of Health

Issue – Increasing elderly population requiring elder care options

As shown in the following table, the elderly population in Lycoming County is increasing.

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Table 1-28

	1980	1990	2000	% Change 1980 - 1990	% Change 1990 - 2000
Age 65 – 74					
Greater Williamsport Area 2000 Alliance Planning Area	5,003	5,459	4,598	9.1%	-15.8%
Lower Lycoming Creek Joint Planning Area	1,667	2,343	2,239	40.6%	-4.4%
Lycoming County Planning Area	1,050	1,376	1,767	31.0%	28.4%
Montoursville/Muncy Growth Corridor	647	841	930	30.0%	10.6%
Muncy Creek Area Joint Planning Area	839	1,073	1,026	27.9%	-4.4%
U.S. 15 South Joint Planning Area	437	496	464	13.5%	-6.5%
U.S. 220 / Future I-99 Joint Planning Area	733	765	753	4.4%	-1.6%
Grand Total	10,376	12,353	11,777	19.1%	-4.7%
Age 75 – 84					
Greater Williamsport Area 2000 Alliance Planning Area	2,761	3,351	3,834	21.4%	14.4%
Lower Lycoming Creek Joint Planning Area	961	1,341	1,898	39.5%	41.5%
Lycoming County Planning Area	493	647	862	31.2%	33.2%
Montoursville/Muncy Growth Corridor	305	418	564	37.0%	34.9%
Muncy Creek Area Joint Planning Area	434	599	748	38.0%	24.9%
U.S. 15 South Joint Planning Area	205	267	249	30.2%	-6.7%
U.S. 220 / Future I-99 Joint Planning Area	436	404	542	-7.3%	34.2%
Grand Total	5,595	7,027	8,697	25.6%	23.8%
Age 85+					
Greater Williamsport Area 2000 Alliance Planning Area	985	1,271	1,482	29.0%	16.6%
Lower Lycoming Creek Joint Planning Area	486	685	786	40.9%	14.7%
Lycoming County Planning Area	108	149	198	38.0%	32.9%
Montoursville/Muncy Growth Corridor	69	107	130	55.1%	21.5%
Muncy Creek Area Joint Planning Area	117	186	275	59.0%	47.8%
U.S. 15 South Joint Planning Area	43	71	76	65.1%	7.0%
U.S. 220 / Future I-99 Joint Planning Area	132	122	192	-7.6%	57.4%
Grand Total	1,940	2,591	3,139	33.6%	21.2%

Source: U. S. Census Bureau

In Pennsylvania, the Department of Health utilizes a population based methodology to estimate future nursing home bed need by County and the number of Medicare/Medicaid certified nursing beds allowable per County is based on these calculations. (Title 55 - § 1187.21a (28 Pa.B. 138, January 9, 1998). The estimated bed need in Lycoming County is 928. There are currently 1,162 nursing beds in the County, which indicates a surplus of 234 nursing beds.

There are fifteen (15) licensed assisted living facilities in Lycoming County with 15 or more beds each, with a total of 739 beds. Since assisted living is not reimbursable under Medicare or Medicaid, elderly residents must have either the income or assets to pay privately for assisted living care. It is estimated that there are approximately 4,738 residents in the County age 75+ with incomes or assets sufficient to pay for assisted living care. Based on 1990 Census numbers, approximately 30 percent of elderly residents live alone, and approximately 35% have either mobility limitations or self-care limitations. Assuming that residents with mobility or self-care

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limitations who live alone are the prime candidates for assisted living, we can estimate that the approximate need among 75+ residents who could afford to pay privately for assisted living care is 497 beds, which indicates a surplus of 242 assisted living beds. In addition, there are approximately 190 independent living units in the County.

Issue – Quality Educational System

In the late 1990s, the State Board of Education adopted curriculum regulations, replacing student learning outcomes with statewide academic standards. This policy shift reflected the administration's desire to institute a higher level of accountability, for both students and schools, within the state's educational system. These new academic standards assess student performance in three areas – math, reading, and writing. Each year, every Pennsylvania student in grades 5, 8 and 11 are assessed in reading and math, while students in grades 6,9, and 11 are assessed in writing. Based upon student scores, various performance levels can be achieved¹³:

Advanced: Superior academic performance indicating an in-depth understanding and exemplary display of the skills included in Pennsylvania's Academic Standards;

Proficient: Satisfactory academic performance indicating a solid understanding and adequate display of the skills included in Pennsylvania's Academic Standards. The Board of Education has established this performance level as the expected level of student achievement;

Basic: Marginal academic performance. Indicates a partial understanding and limited display of the skills included in the Academic Standards; and

Below Basic: Inadequate academic performance. Indicates little understanding and minimal display of the skills included in the Academic Standards.

Under this system, schools are able to benchmark each student's performance against their peers. Parents utilize the PSSA results to track their children's progress and to determine if assistance (e.g. tutoring) is needed to support their child's educational goals. The PSSA is also a useful measure of school performance. In this section, PSSA results are utilized to determine if Lycoming County's schools are competitive with other counties in the Commonwealth. As a secondary measure of school performance, combined Stanford Achievement Test (SAT) results are compared to determine if achievement gaps exist between Lycoming County and other school districts in the Commonwealth. Finally, dropout rates are examined to determine if Lycoming schools are effectively retaining their student population. Every dropout event reflects a student who has left school without transferring to another academic institution. Because higher dropout rates are indicative of lower work-life earnings and a higher propensity toward risky behaviors, a high dropout rate is cause for concern.

The indicators of school performance – dropout rates, PSSA scores, and SAT scores – are presented in Table 1-29. Some preliminary observations can be made from this data:

- Dropout rates in Lycoming County are consistent with dropout rates experienced Statewide.

¹³ A description of the PSSA performance levels was obtained from the PA Department of Education web site at <http://www.pde.state.pa.us>

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- Compared to Statewide PSSA score distribution, a higher percentage of Lycoming County students exceeded the State proficiency requirement.
- In the 2000-2001 school year, the Williamsport Area School District showed the highest percentage of students (43% of all grade 11) achieving *below basic* PSSA math scores. The district's reading scores were also lower than other districts in the County. As the County's only urban school district, the lower performance scores may reflect a higher percentage of low-income households, and English as Second Language (ESL) students. Further research would be needed to determine how demographic and social conditions impact the district's comparatively weaker performance.
- While the Montgomery Area School District did not deliver the highest SAT scores in the 2000-2001 school year, a majority of its student population met either the *proficient* and/or *advanced* levels of PSSA performance in both reading and math.
- Students in the Loyalsock Township School District scored the highest overall SAT scores in the last academic year. Twenty-four percent (24%) of students taking the exam scored in the top quartile – a higher ranking than other Commonwealth school districts (22%).

Table 1-29
Indicators of School District Performance
2000-2001 School Year

School District	Dropout Rate Grades 7-12	Pennsylvania System of School Assessment Math (Reading) Scores Percent of Grade 11 Students Achieving Scores in the Following Score Groups				SAT Scores Overall Averages (Math & Verbal)
		Advanced	Proficient	Basic	Below Basic	(Percent scoring in Top Quartile)
East Lycoming	1.7	18 (12)	30 (46)	24 (18)	28 (24)	985 (17%)
Jersey Shore Area	2.6	15 (14)	29 (46)	26 (21)	29 (19)	966 (9%)
Loyalsock Township	2.2	* (17)	* (54)	* (11)	* (18)	1057 (24%)
Montgomery Area	2.2	34 (16)	30 (43)	18 (21)	17 (21)	984 (15%)
Montoursville Area	3.4	19 (14)	29 (47)	26 (24)	26 (15)	987 (16%)
Muncy	1.7	19 (17)	38 (56)	24 (19)	19 (8)	1011 (14%)
South Williamsport	1.3	12 (12)	34 (42)	26 (24)	28 (22)	1063 (20%)
Williamsport Area	2.7	16 (13)	21 (33)	21 (18)	43 (36)	974 (18%)
STATE AVERAGE	2.4	25 (26)	26 (25)	23 (25)	25 (24)	999 (22%)

*An asterisk indicates data that has been suppressed to protect student privacy.

Source: Pennsylvania School Profiles & Public Secondary School Dropouts, Pennsylvania Department of Education (2002)

Technical Background Studies

No. 1 – Community Development Profile

School Enrollment

Lycoming County is experiencing an overall decline in its school enrollment and this trend is expected to continue over the next ten years as demonstrated in Table 1 - 30. This trend is not surprising given the decline in numbers of children under five years of age.

Table 1-30 Enrollment Projections Lycoming County School Districts								
	East Lycoming	Jersey Shore Area	Loyalsock Township	Montgomery Area	Montoursville Area	Muncy	South Williamsport Area	Williamsport Area
2002-2003	1,844	3,118	1,416	1,030	2,165	1,138	1,530	6,055
2003-2004	1,814	3,068	1,372	1,003	2,034	1,133	1,490	5,865
2004-2005	1,772	2,984	1,372	977	1,963	1,129	1,480	5,695
2005-2006	1,722	2,921	1,413	934	1,864	1,127	1,467	5,959
2006-2007	1,682	2,869	1,462	890	1,762	1,121	1,451	5,416
2007-2008	1,640	2,821	1,520	827	1,673	1,109	1,418	5,271
2008-2009	1,597	2,764	1,579	791	1,588	1,079	1,386	5,105
2009-2010	1,574	2,716	1,642	755	1,509	1,054	1,348	4,941
2010-2011	1,542	2,687	1,709	721	1,428	1,016	1,323	4,795
2011-2012	1,511	2,653	1,805	689	1,392	983	1,278	4,660
Ten-Year Projected Growth	-18.0%	-15.0%	+27.0%	-33.0%	-36.0%	-14.0%	-16.0%	-23.0%

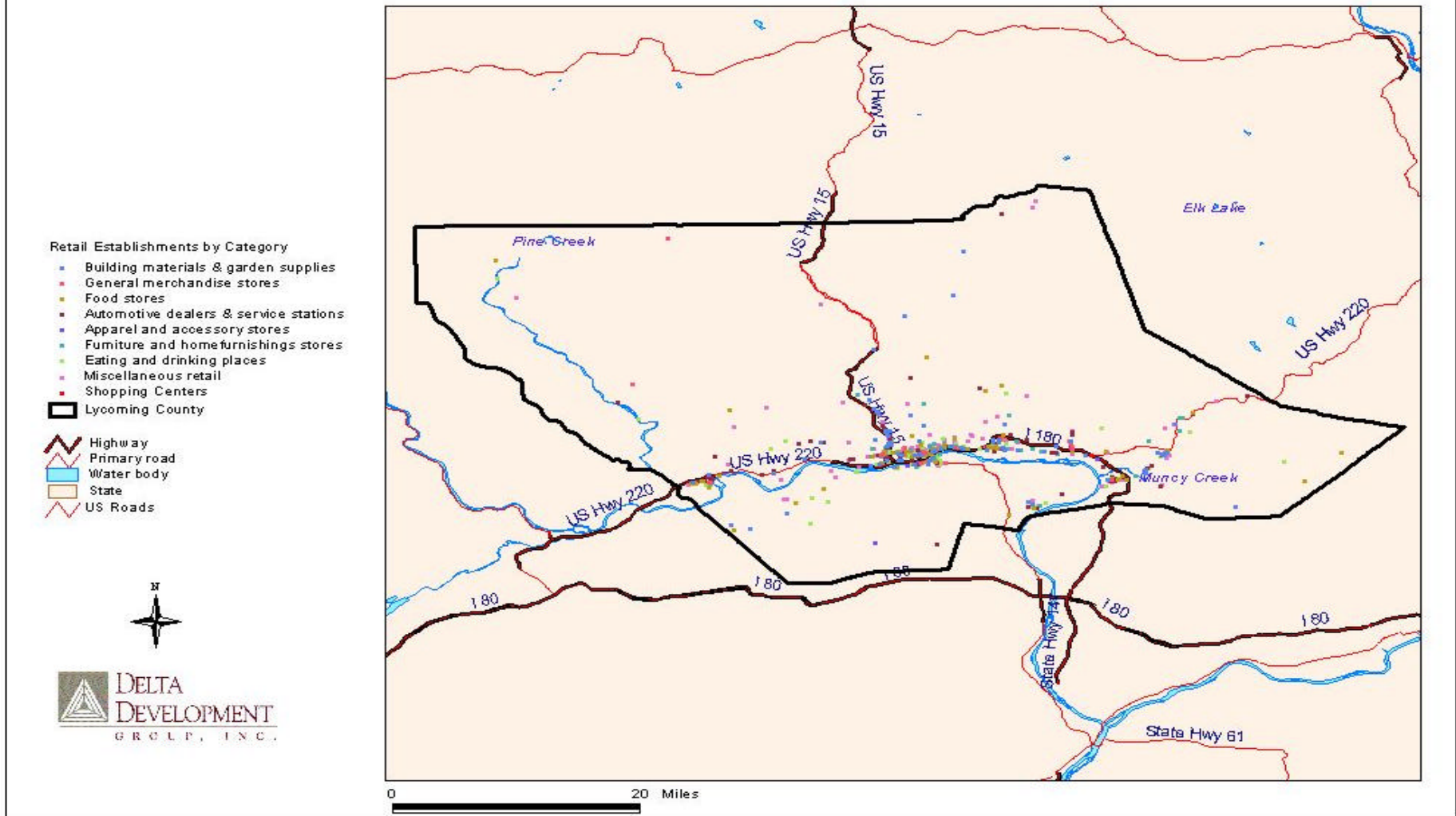
Source: Enrollment Projections prepared by the PA Department of Education (based on 2001 enrollments)

Issue: Lack of retail centers and increasing storefront vacancies

The majority of retail establishments in Lycoming County are located in the immediate area surrounding Williamsport. While it is true that other areas of the county don't have significant retail opportunities, they are within driving distance of a wide range of retail in Williamsport and adjacent municipalities including major discount stores and restaurants, in Loyalsock Township to the east. The Lycoming Mall, located in Muncy Township, has 105 shops and is anchored by The Bon-Ton, J.C. Penney's, Sears, and Kaufman's.

At this time, there are no known sources of data available to track the trends in storefront vacancies. This is a data gap that may need to be addressed in the future. Such data may be helpful in establishing any relationship between vacancies and economic growth in the business districts.

Lycoming County Retail



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No. 1 – Community Development Profile

APPENDIX A

Population Forecasts Methodology

BonData provides population projections on an as is basis with no guarantee expressed or implied. As with all projection they are a guess into the future and cannot be verified. Calculations are based on mathematical formulas only. All areas are treated the same and no “special” knowledge of a locality enters into the calculations. BonData uses accepted methodology for these calculations.

The Population projections are calculated at 5-year increments from 2005 to 2020, each year independent of the previous. They are based on model that uses average of four mathematical calculations. All projections use base census populations from the 1990 and 2000 censuses.

Procedure:

Smaller geographic areas are always adjusted so that they can be summed to the larger hierarchical area. For example, the sum of the municipalities (MCD’s) in a county will add up to that county’s total and the sum of the counties will equal the state total. The procedure works downward from highest (state) to lowest (MCD).

Projections for the State are obtained from the US Bureau of the Census and used as the controlled Base population. Using this official projection, the population for each county is calculated and adjusted to an accepted State total. The procedure is the same for each level. Statewide projection for counties are completed first and used as the adjustment base for the municipalities.

Linear – assumes a constant rate of growth

Share – assumes changes in population are based on a municipality’s share of county growth

Exponential – assumes an increasing rate of growth

Shift (modified exponential) – assumes growth increases at a declining pace

If any one method produces a zero or negative total population, the results for that method are discarded from further calculations. Results are also manually scanned for any one results that are obviously off the scale, for example; if a population goes from 1000 to 3 and this differs greatly from the results of the other methods, it would not be included in the average.

Averages are then adjusted to count totals, i.e., adjustments are made based on a municipality’s share of the sum so that the sum of the municipalities equals the county total.

Technical Background Studies

No. 2 - Existing Land Use Profile

Introduction

Modern decision-making is indeed a multi-faceted process, particularly when decisions affect large geographic areas and the populations, economics, and environments within these areas, as regional planning does. Land use data is only one aspect of the inventory phase of the planning process; however, it is an extremely important one as modern society continues to develop lands while controlling negative impacts.

Key Land Use Issues

Through consultation with the Planning Advisory Team (PAT) and interviews with key persons within the Planning Area and throughout the County, the important issues that could potentially impact the community in terms of existing land use conditions were identified. The key land use issues that were noted for the U.S. 220/Future I-99 Planning Area are as follows:

- ☑ **Steep slope development** – Steep slope development is a concern, considering that a significant proportion of the Planning Area has slope gradients equal to or in excess of 25 percent. The Planning Area’s municipal zoning and subdivision and land development ordinances do not adequately address steep slope development.
- ☑ **Ridgetop development** – One of the most important issues that surfaced during this comprehensive planning process is the need to preserve Lycoming County’s scenic resources. Ridgetop development is negatively impacting the County’s invaluable scenic landscapes and there are no local regulations to deal with this trend.
- ☑ **Private driveways and erosion** – Maximum gradients for the construction of private driveways are regulated by local subdivision and land development ordinances. However, many single-lot developments have no central storm drainage system and therefore, runoff is diverted from driveways, roofs, and other improved surfaces to driveway edges and roadsides. This often causes severe erosion impacts and serious safety hazards on public roadways.
- ☑ **Absentee Landlords** – The revitalization of Jersey Shore Borough is hampered, in part, by the actions of absentee landlords. Many of their properties lack proper routine maintenance and landscaping and some absentee landlords are delinquent on their local property taxes.
- ☑ **Mobile home parks** – The Planning Area has several mobile home parks that provide affordable housing opportunities for many of its residents. The member municipalities recognize the importance of providing such affordable housing opportunities and need to ensure that their land use regulations provide adequate and safe opportunities for such residential uses.

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No. 2 - Existing Land Use Profile

- ☑ **Residential development pressure** – Many municipalities surrounding the City of Williamsport are experiencing development pressures. This trend is being fueled by more affordable land values, lower tax rates, and an overall perception that these areas are safer and offer better services than the City.
- ☑ **Land use/interchange impacts from Interstate 99** – The future development of I-99 will provide local municipalities with additional land development opportunities, particularly around both existing and new interchanges. However, such opportunities also pose challenges in terms of mitigating potential negative impacts, as well as providing sufficient infrastructure to accommodate potential growth. Current municipal land use regulations do not specifically deal with highway interchange development activities.
- ☑ **Commercial development along U.S. Route 220** – Historically, the U.S. 220 corridor municipalities have struggled to secure commercial development, due to the lack of infrastructure and other planning related obstacles. However, it is anticipated that commercial development will be stimulated by the planned sewer infrastructure improvements in Woodward Township and I-99 interchanges. In addition, it appears that roadside services are the preferred type of development.
- ☑ **Junk/Salvage Yards** – Unregulated junk/salvage yards and contractor storage yards are posing a serious threat to the Planning Area’s scenic beauty and rural quality of life.
- ☑ **Limited expansion room for Woolrich’s Distribution Plant** – Located in Jersey Shore Borough, Woolrich’s distribution facility has limited room for expansion and may pose a threat to the clothier’s ability to sustain its operations in the community.
- ☑ **Lack of retail shopping services** – There are limited shopping opportunities within the Planning Area; however, there are many just outside of it. Retail services are located in Lock Haven, Clinton County to the west, and in the City of Williamsport and at the Lycoming Mall to the east.
- ☑ **Borrow area along U.S. 220** – A PENNDOT construction project along U.S. 220 in Woodward Township has created a borrow that now serves as a backdrop to a highway oriented commercial property. This borrow is an eyesore to the many travelers passing through the area.
- ☑ **Telecommunication towers** – Due to their rural location and proximity to U.S 220 (Future I-99), the Planning Area municipalities have begun to experience the development of wireless facilities; however, some measures have been taken to regulate their development. The unchecked proliferation of wireless telecommunication towers could diminish the areas rural image and character.
- ☑ **Expansion of infrastructure (sewer)** – The Lycoming Water and Sewer Authority and Woodward Township recently approved a series of agreements that will lead to the construction a sewer collection system in Woodward Township, which will convey sewage

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No. 2 - Existing Land Use Profile

effluent to the Williamsport Sanitary West Treatment Plant. The system will include the construction of seven miles of pressurized sewer mains and five miles of gravity-flow mains, as well as eight pump stations. Once completed, the sewer collection services will be extended to the village of Linden, several large mobile home parks, and other homes and businesses along U.S. Route 220 in Woodward Township.

- ☑ **Agricultural Preservation** – The protection of the Planning Area’s agricultural lands is an important issue in the Planning Area, particularly considering the possible future development impacts of the future I-99 corridor. Conflicts between proponents of preservation and those of economic development are sure to arise due to the fact that most of the prime farmland is located in the Planning Area’s floodplains and most developable land areas. The study area contains nearly 10,000 acres of productive farmland soils, although some of this has already been developed. However, less than 900 acres of these productive farmland soils have been conserved through the use of Agricultural Security Areas, and none have been preserved through easement purchases. The most popular form of agricultural preservation in the Planning Area, as well as throughout Lycoming County, is through the Clean and Green program, which currently includes nearly 10,000 acres. Education about current programs is lacking.
- ☑ **Concentrated Animal Feeding Operations (CAFOs)** – The most notable effects of CAFOs are environmental; they can impact both air and water quality. Within the planning area, there are specific concerns due to the Karst topographic features found in the area. Specifically, the possibility of severe groundwater contamination should a sinkhole develop and cause the manure storage facilities that are part of these operations to break. Additionally, researchers express concerns that CAFO’s may (1) produce a shift in the rural work force, (2) erode a community’s historic values of trust and openness with the agricultural community, due to corporate secrecy and the political ability to preempt local decision making through influence at higher levels of government, and (3) erode the traditional economic linkages within the local community as they are replaced by more distant corporate supply lines. Lycoming County is in the process of developing a model ordinance that would provide municipalities with a tool to effectively regulate such operations.
- ☑ **Open space preservation** – The preservation of the Planning Area’s open spaces serves to protect its rural character, protect and preserve its groundwater quality and quantity, provide habitat for local biological resources, and provide adequate recreational opportunities. Open space protection is typically addressed in local land use regulations; however, the Planning Area’s municipal zoning and subdivision/land development ordinances do not include effective open space preservation techniques.
- ☑ **Standardized land use inventory** – The need for a standardized land use inventory system has long been recognized. Such a system would greatly benefit regional cooperation and planning initiatives, as well as enhance economic development initiatives. Moreover, a standardized land use system would, in part, enable local municipalities and the County to achieve consistency among their comprehensive planning policies and land use regulations. To this end, the County, in cooperation with its municipal partners, has drafted the

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No. 2 - Existing Land Use Profile

Lycoming County Comprehensive Plan Consistency Manual that uses the American Planning Association's Land-Based Classification Standards (LBCS) model in their GIS-based land use inventory and classification procedures.

- ☑ **Standardization of zoning** – In an effort to achieve a high level of consistency, the local municipalities have expressed interest in developing a standardized set of zoning terminology, supported by consistent dimensional and use provisions.
- ☑ **Growth management** – Growth management refers to the orderly and planned expansion of residential, commercial, industrial, institutional uses, and other land developments to designated areas having adequate infrastructure services to accommodate the growth. The municipalities in the Planning Area recognize the importance of implementing the state's "smart growth" management techniques in order to preserve and enhance the existing quality of life.
- ☑ **Uniform Construction Code** - The Pennsylvania Uniform Construction Code (Act 45 of 1999) establishes consistent construction standards for every municipality in the Commonwealth. Its goal is to prevent substandard residential and commercial construction.
- ☑ **USDA Restrictions on Development** – RUS Section of USDA has placed development restrictions in the area of Woodward Township being serviced by new sewer line extension, particularly in the flood fringe, which may have an impact on economic development.
- ☑ **Floodplain Management and the Development of River Lots**

Existing Land Use Patterns

The Lycoming County Planning Commission (LCPC) developed a Countywide inventory of each municipality's land uses using the American Planning Association's Land-Based Classification Standards (LBCS) model. The LBCS provides a *consistent*, flexible model for classifying land uses based on their characteristics and updates the 1965 Standard Land Use Coding Manual (SLUCM), a standard that was widely adopted for land-use classifications.

The standards employed under the LBCS methodology are based on a multi-dimensional land-use classification model. For local planning purposes, LBCS calls for classifying land uses in the following dimensions: Activity, Function, Structure Type, Site Development Character, and Ownership. APA provides the following descriptions for these five dimensions.

- Activity refers to the actual use of land based on its observable characteristics. It describes what actually takes place in physical or observable terms, for example, farming, shopping, or manufacturing.
- Function refers to the economic function or type of establishment using the land, for example, agricultural, commercial, or industrial.

Technical Background Studies No. 2 - Existing Land Use Profile

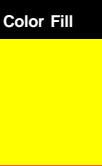

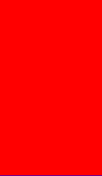


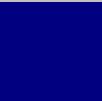




- Structure refers to the type of structure or building on the land, such as single-family house, office building, warehouse, hospital building, or highway.
- Site development character refers to the overall physical development character of the land. For most land uses, it is simply expressed in terms of whether the site is developed or not.
- Ownership refers to the relationship between the use and its land rights, and is usually either public or private.

The LCPC prepared an initial land use inventory by photo-interpreting the County's low level digital aerial photography, which was recently updated in 2000. The identified land uses were primarily classified using the LBCS's Activity and Structure dimensions. Table 1-1 presents a descriptive overview of each classification used by the LCPC.

Technical Background Studies

No. 2 - Existing Land Use Profile

Table 1-1, Land Use Classifications Summary

Dimension	Code	Land Use Classification	Description	Color (RGB)	Color Fill
Activity	1000	Residential	Includes activities that occur in all types of residential uses (except multi-family), structures, ownership characteristics, or the character of the development.	Yellow (251, 248, 60)	
Structure	1200	Multi-family (Residential)	A subset of the Residential Activity, the Multi-family Structure dimension is defined by the number of units and not by the number of floors or stories in the structure.	Orange (255, 102, 0)	
Activity	2000	Commercial	This category captures all uses that are business related. Use it as a catch-all category for all retail, office, commercial, and industrial activities when the subcategories are either too specific or otherwise unknown (as in comprehensive plan designations).	Red (233, 51, 51)	
Activity	3000	Industrial	Includes land accommodating manufacturing, assembly, warehouse, and waste management activities. Use this as a catch-all category for anything not specified in subcategories below.	Purple (172, 89, 202)	
Activity	5000	Transportation	This category encompasses activities associated with all modes of transportation. It includes rights-of-way and such linear features associated with transportation.	Gray (210, 210, 210)	
Activity	6000	Insitutional	The Activity dimension includes land that is currently used for schools, government, hospitals, public recreational facilities, nursing homes, and treatment facilities.	Dark Blue (0, 0, 128)	
Activity	8300	Field	This LCPC classification includes uses associated with non-cultivated land areas that are typically used for pasturing, grazing and grass harvesting activities.	Chocolate (139, 69, 19)	
Activity	8100	Cultivated	This LCPC classification Agricultural activities, such as farming, plowing, tilling, cropping, seeding, cultivating, and harvesting for the production of food and fiber products. Also includes sod production, nurseries, orchards, and Christmas tree plantations. Excludes forest logging and timber-harvesting operations.	Light Green (204, 255, 204)	
--	9000	Water	Identifies the county's surface water features, which include lakes, major streams, and the Susquehanna River.	Aqua (0, 255, 255)	
--	9000	Woodlands	Identifies the county's forested areas and includes activities associated with forestry and outdoor recreational activities. It also includes private hunting club structures.	Dark Green (0, 139, 0)	

Technical Background Studies No. 2 - Existing Land Use Profile

Current land use in the Planning Area is heavily influenced by topography and historical development patterns, particularly the US 220 transportation corridor. The past importance of the Susquehanna River has combined with the rough terrain of the surrounding area to focus development in the relatively flat areas along the river and its tributaries. The following is a brief summary of the land use patterns in the Planning Area.

Residential - At present, approximately 14 percent of the total study area is classified as residential or multi-family residential. However, in Jersey Shore Borough, almost 40 percent of the area is residential, while in Porter Township the residential area is only 11 percent; in Piatt it is 12 percent and in Woodward, 13 percent.

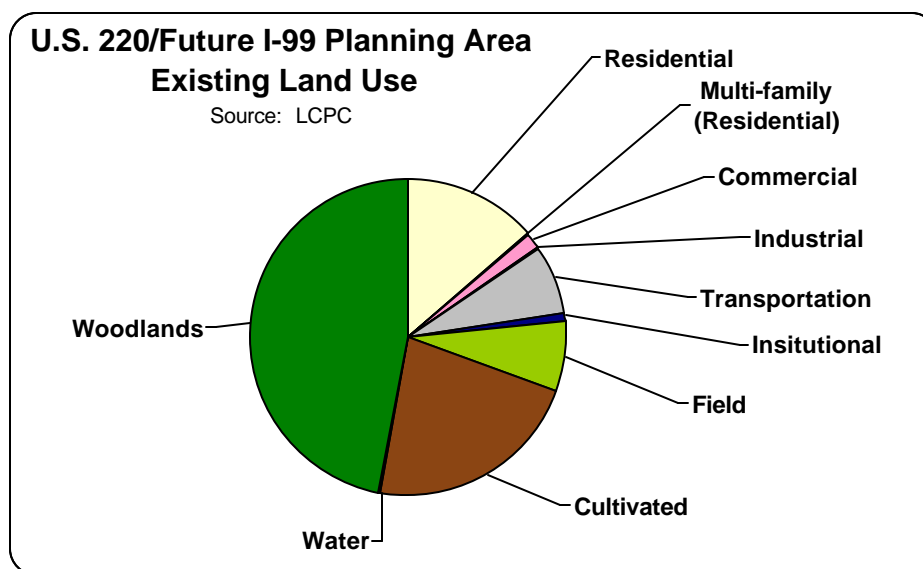
Commercial/Industrial - These uses account for about 1 percent of the total Planning Area. Jersey Shore has the largest concentration, about 8 percent, followed by Piatt Township (2 percent), Woodward Township (1.2 percent), and finally Porter Township (less than 1 percent).

Institutional (Public and Semi-Public) - Once again, the total acreage used for these purposes is quite small for the Planning Area as a whole, as well as for the individual townships - less than 1 percent. However, they account for 14 percent of land use in Jersey Shore Borough.

Agriculture - As would be expected, this type of land use constitutes a small part of Jersey Shore, just 5 percent; however, in the Townships it accounts for 27 percent in Woodward, 31 percent in Piatt, and almost 35 percent in Porter.

Woodland - This land use accounts for the largest portion of the Planning Area, 47 percent of the total. In the municipalities, it ranges from 11 percent in Jersey Shore Borough, to 43 percent in Porter Township, 48 percent in Piatt Township, and 51 percent in Woodward Township.

The following graph provides a summary of the Planning Area's current land uses.



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No. 2 - Existing Land Use Profile

Land Use Regulations

The Pennsylvania Municipalities Planning Code (MPC) provides the legal framework for local governments to enact, administer and enforce zoning ordinances, as well as subdivision and land development regulations. Zoning regulates the use of land and structures and is designed to protect public health, safety, and welfare, and to guide growth. In contrast, subdivision and land development regulations control how a use or activity relates to the land upon which it is located. However, before any of these land use regulations are implemented, a well articulated statement of community development objectives should be refined. These, in turn, should be supported by sufficient analysis and documentation to defend the specific ordinances.

The following table provides an inventory of the enacted municipal zoning and subdivision/land development ordinances within the Planning Area. Currently, there are no local regulations or ordinances that address steep slope and ridgetop development, access management, Agricultural Protection Zoning (APZ), or wireless communication facilities.

Municipalities	Zoning Ordinance	Subdivision & Land Development Ordinance	Floodplain Development	Storm-water Management
Jersey Shore Borough	■	■	■	■
Piatt Township	■	□	■	□
Porter Township	■	■	■	■
Woodward Township	■	■	■	■

Legend:

- Municipal Enacted Ordinance
- Lycoming County Enacted Ordinance

Technical Background Studies

No. 3- Utilities Profile

Introduction

This chapter examines the full range of utilities infrastructure available in the U.S. 220/Future I-99 Planning Area related to the functioning of the communities, economic growth, health, education, welfare, safety and other needs of the citizens. These utilities include sewer, water, electric, gas and telecommunications. Available utilities infrastructure has a big effect on future economic development and growth. Adequate infrastructure is an essential ingredient in fostering new development and in retaining and strengthening existing business and industry. This profile is useful in identifying strengths as well as inadequacies and needs.

Key Utilities Issues

Through consultation with the Planning Advisory Team and interviews with key persons and focus groups within the planning area and throughout the County, the important issues that could potentially impact on the community in terms of utilities were identified. The utilities issues that were noted for the U.S. 220/Future I-99 Planning Area are as follows:

- ☑ **Water Quality for Wells** - The quality of the natural groundwater is not high in many areas. Although well water may be potable, often it is not palatable without treatment. Pollution of groundwater from nonpoint sources, such as agriculture, has not been identified as problematic.
- ☑ **Water Quantity for Wells** - The quantity of water available through drilling of private wells has been problematic in several areas. Areas have been identified where there is no source of well water available, with instances of residences constructed without a public or private water source.
- ☑ **Storm Water Management Problems** - Development has occurred without storm water management controls required. This has led to runoff problem areas adjacent to township roads and complaints amongst residents.
- ☑ **Telecommunication Towers** - Telecommunication tower issues are two-fold. It is important that the I-99 Corridor have cellular telephone service without dead space. Also commercial and industrial growth requires cellular service. There is a need to balance adequate coverage and the number of towers. Additionally, the placement of cellular towers must be reviewed in relation to the natural beauty of the communities and the viewsheds.
- ☑ **Campground Sewage Disposal** - The Susquehanna River corridor, has public and private campgrounds, as well as numerous river recreation lots. Use of river lots is restricted to a six month period over the spring and summer. Collection and disposal of sewage from this concentrated recreational use is a significant issue.

Technical Background Studies

No. 3- Utilities Profile

- ☑ **Campground/River Lot Flooding** - The public and private campgrounds, as well as river recreation lots, located along the Susquehanna River are in most cases located within the floodway. There is a concern for safety, and pollution from stored items.
- ☑ **Sewer Expansion Capacity** - The existing capacity of the Jersey Shore sewerage system does not provide for significant growth.
- ☑ **Flood Protection** - Flood protection from the Susquehanna River is a primary concern of many citizens. Although there are residences and businesses in the floodplain in all municipalities, this problem is particularly concentrated in downtown Jersey Shore.
- ☑ **Lack of Rural Water Service** - The public water supply does not provide service to the rural areas of these municipalities. In conjunction with water quality and quantity of wells in the rural areas, water supply becomes a limiting factor to growth in the rural areas.
- ☑ **Failing Septic Systems** - There are failing septic systems in the rural areas, which will lead to groundwater and surface water contamination if not properly addressed.
- ☑ **Permitting of wells** - There is no permitting process for the construction of new wells, which has led to improper construction and creation of conflicts between neighbors.

Utility Networks

Residential and commercial development in the U.S. 220/ Future I-99 Joint Planning Area will place greater demands on natural gas, electricity, cable service, and telecommunication services. Although most of the service providers have the ability to meet increased demands, it is essential that a review of service providers and service areas be completed for the Comprehensive Plan.

Natural Gas

PPL Gas Utilities, 327 East Bald Eagle Street, Lock Haven, PA 17745, provides gas service to the more densely populated areas of Jersey Shore Borough, Piatt Township and Porter Township. Gas service is not available in Woodward Township at the present time.

Bottled propane Gas

Propane gas is available to all of the municipalities within this planning area. The following providers make deliveries: Agway Energy Products, Amerigas, Montour Oil Service Company, and Suburban Propane.

Electricity

PPL Utilities, Inc., 4810 Lycoming Mall Drive, Montoursville, PA 17754, is the major provider of electric service in the U.S. 220/ Future I-99 Joint Planning Area. Pennsylvania is one of several

Technical Background Studies

No. 3- Utilities Profile

states that offer residents a choice in their electric service generation supplier. Under the Electric Choice program established in 1999, customers can select their electric service based on cost, services and incentives, or personal preference.

Telephone

Verizon Communications, 365 Union Avenue, Williamsport, PA 17701, provides local service for residents of the U.S. 220/ Future I-99 Joint Planning Area. Long distance service is offered by a number of long-distance carriers.

Cellular Service

Cellular Telephone services are available through AT&T Wireless, Cellular One, Conestoga Wireless, Montour Wireless, Nextel, Radio Shack and Verizon Wireless.

Cable TV

Susquehanna Communications, 330 Basin Street, Williamsport, PA 17701, provides cable TV services to the more densely populated areas of the U.S. 220/ Future I-99 Joint Planning Area. Satellite service is available in areas where cable service is not available.

Internet Service Providers

Local internet service providers include Susquehanna Communications, Chili Tech, and Keystone Community Network. Many national internet service providers are also available, such as Earthlink, AOL, Compuserve and MSN.

Broadband Service

Broadband service is available primarily in urban and industrialized areas. See the Broadband Service by Zip Code Map for availability of broadband service.

Public Water Service Facilities

The Jersey Shore Area Joint Water Authority provides public water service to residents of Jersey Shore Borough, Piatt Township, and Porter Township. Three mobile home parks in Woodward Township have public water supply systems. The table below contains information pertaining to these public water systems. The remaining residents are served by private, on-lot wells.

According to the County Water Study, the Jersey Shore Area Joint Water Authority, Carpenter's Mobile Home Park, and Harvest Moon Trailer Court all have adequate capacity through 2020. The Hidden Valley Mobile Home Park has a current capacity shortfall. Improvements needed to meet minimum standards identified for the Carpenter's Mobile Home Park include a blowoff valve. Improvements needed to meet minimum standards identified for the Hidden Valley Mobile Home Park include a 2nd well and a blowoff valve.

Technical Background Studies No. 3- Utilities Profile

Additional information is available in the Lycoming County Water Supply Plan completed in September 2001. The Water Service Area Map shows those areas that are capable of connecting to a public water supply source. Also refer to the Groundwater Availability Map, which shows the areas with potential problems for private wells. At the present time, there are significant problems with groundwater availability and quality for private wells.

U.S. 220 / FUTURE I-99 PLANNING AREA WATER SYSTEMS							
Water System	Area Served	Water Source	Population Served	Treatment		Storage	
				Filtration	Capacity (gpd)	Raw (gallons)	Finished (gallons)
Jersey Shore Area Joint Water Authority	Jersey Shore, Salladasburg, & Porter, Mifflin, Nippenose, Piatt & Anthony Townships	1 Well 2 Streams	6,171	Yes	3,000,000	1,500,000	2,777,000
Carpenter's Mobile Home Park	Woodward Township	2 Wells	125	No	N/A		6300
Harvest Moon Trailer Court	Woodward Township	5 Wells	380	Yes	57,600		27,000
Hidden Valley Mobile Home Park	Woodward Township	1 Well	35	No	N/A	204	7650

Public Sewer Service Facilities

The Pennsylvania Sewage Facilities Act of 1966 as amended is also known as "Act 537". It is the primary law controlling individual and community sewage disposal systems. It requires every municipality in the state to prepare and maintain an up-to-date sewage facilities plan. These plans are required to be reviewed and updated as necessary every five years. The following table indicates plan approval dates:

Jersey Shore Borough	2/22/1983	Plan Approval Date 1981 - 1986
Piatt Township	1/11/1971	Plan Approval Date 1966 - 1971
Porter Township	1/11/1971	Plan Approval Date 1966 - 1971
Woodward Township	3/8/1971	Plan updated 2001

Technical Background Studies No. 3- Utilities Profile

Jersey Shore Sewage Treatment System

Jersey Shore Borough operates and maintains a sewage treatment plant serving Jersey Shore Borough and Porter Township. The Sewer Service Area Map shows those areas that are capable of connecting to a public sewer. The Porter Township Sewer Authority oversees sewage collection and transfer within Porter Township.

The Borough's conveyance system consists of 8" to 16" collector and interceptor mains. Porter Township also has collector and interceptor mains. The conveyance system is strictly a sanitary system in both the Borough and Porter Township. There is one pumping station located in the Borough adjacent to Railroad Street.

The Jersey Shore Sewage Treatment Plant has new tap-on restrictions in effect from the Department of Environmental Protection due to bypass during storm events. The primary deficiency is stormwater infiltration and the aging collection system.

The plant is designed for 1.05 mgd, with an average daily flow of 550,000 gpd.

Woodward Township Sewage Collection System

Woodward Township is in the process of adding a sewer collection and transfer system for the more densely populated areas of the Township. Additional capacity will be available. The Williamsport Sanitary Authority will provide treatment.

On-lot Septic Systems

The remaining areas are serviced by on-lot septic systems. The Sewage Enforcement Officer for the Townships within the Planning Area is with the Lycoming Sanitary Committee. As outlined in the Lycoming County Soil Survey, soil type also affects septic tank absorption. Soils are rated according to their absorption capabilities, and range from slight, i.e., few limitations to absorption, to severe, i.e., limitations so difficult to overcome that special designs and additional costs are necessary. Virtually all of the planning area's soils are classified as severe. While this does not preclude development, the cost of installing adequate on-lot sewage disposable systems is much higher. Without the proper systems, the chances of groundwater contamination due to system failure are much greater. Site-specific analysis for new development is essential to ensure that the proper systems are put in place.

Technical Background Studies

No. 4 - Transportation System Profile

Introduction

The transportation network of a community is the backbone for its development and prosperity. It can help attract a thriving society of merchants and residents and is the overall foundation for community growth. A carefully planned roadway network, designed to properly fit the structure of the community and suit its needs, will ultimately provide for the advancement and success of a community; however, if poorly planned or maintained, it can deter prosperity and overshadow a community's positive attributes.

The purpose of this section is to profile the transportation systems serving the U.S. Route 220/Future I-99 Planning Area. Included in this profile is an inventory and description of the key issues facing the area's transportation system. The results of this profile will be coupled with the findings from land use, community development, natural and cultural resources, and public utilities profiles to provide a foundation for the development of the comprehensive plan.

Key Transportation Issues

Consultation with the Planning Advisory Team (PAT) and input received from the Lycoming County Focus Group Workshop produced a number of key transportation issues relevant to the **U.S. 220/Future I-99 Planning Area**. These issues and their implications on future growth and development are described as follows:

- ☑ **The U.S. 220 corridor** has long been the major east-west route through not only the Planning Area, but also Lycoming County as a whole. As the area has grown, development has been focused along the corridor. However, it has long been recognized that the current condition of the roadway is no longer adequate to meet the needs of those who use it. As a result, the corridor has been designated as part of the new Interstate 99 system, and is currently undergoing environmental studies to determine the preferred highway alignment. Regardless of its final alignment, the construction of I-99 will result in the displacement of existing homes and businesses, and will ultimately influence Planning Area's community character. Moreover, the most profound land use impacts are likely to occur adjacent to the new highway interchanges. Finally, current traffic capacity has limited or hampered opportunities for commercial and industrial growth.
- ☑ **Access drives** can be found throughout the Planning Area, especially along Route 220 and Route 44 north. Currently many of these drives are very steep and, in some cases, are so close together that they pose serious safety hazards.
- ☑ **Public Transit** is currently unavailable within the Planning Area. City Bus, which operates in Williamsport, does not have any scheduled routes in the area; however, extension of services to Jersey Shore as part of the welfare to work program are being explored. The lack of public transit options limits opportunities for residents who may wish to find alternative ways to work and for those who don't own a car or drive at all, e.g., younger residents and senior citizens.

Technical Background Studies

No. 4 - Transportation System Profile

- ☑ **There are bridges in the Planning Area that need major rehabilitation or replacement.** While some of these bridge projects are programmed for funding in the PENNDOT TIP, others have been identified in the Williamsport Area Transportation Study Long Range Plan, but funding to implement these improvements has not been secured.
- ☑ **The capacity of the local road system is reaching its limit, particularly at various intersections.** Localized congestion and safety concerns at specific sites are the major problems.
- ☑ **The Williamsport Regional Airport provides connecting services to Philadelphia and Pittsburgh; however, affordability is an issue for many residents.** Located in the Borough of Montoursville, the Williamsport Regional Airport is classified by the Pennsylvania Bureau of Aviation as a scheduled service facility providing services to area businesses, residents, and companies visiting the region. The airport provides commercial airline services with direct flights via US Airways Express to major international hubs at Philadelphia and Pittsburgh. Multiple daily departures connect Williamsport to over 160 cities in the US, Canada, Europe, and Central and South America. Due to the Airport Authority's Fare Watch Program, which is designed to keep the airport's fees competitive, fares are normally within 5-15 percent of competitor airports' prices.
- ☑ **The SEDA-COG Joint Rail Authority has played a key role in preserving** freight services in the Planning Area by purchasing the Williamsport Branch Line from Conrail. This line is currently operated by the Lycoming Valley Railroad (LVRR). The Authority's goal is to "preserve service to rail-dependent industries through shortline operations." At the present time, the Authority serves 8 Counties and owns 300 miles of track and 5 shortline railroads that haul approximately 30,000 carloads of freight annually. This has allowed some 50 companies to remain cost competitive, which, in turn, has protected over 2,000 jobs in the region. The LVRR alone services 20 companies and handles approximately one third of the total carloads of freight. Currently, there are concerns regarding the preservation of the Norfolk-Southern Harrisburg to Buffalo Main Line.
- ☑ **Flooding of major roads** – Route 44 floods in Jersey Shore and also south of the borough. US 220 floods at the intersection of Route 287.
- ☑ **Capacity of Route 44 Bridge** – The Route 44 bridge leading south from Jersey Shore has a weight restriction that has impacted transportation.

Existing Roadway Network Overview

There are a total of 54.8 miles of Township Roads within the Planning Area, and 37.75 miles of State Highway System roads. The major roadways servicing the I-99 Planning Area are:

- US Route 220 enters Lycoming County in the westernmost portion of Porter Township and provides east/west travel along the Susquehanna River Corridor.

Technical Background Studies

No. 4 - Transportation System Profile

- Route 287 begins in Piatt Township where it meets with US Route 220. This roadway runs north into Tioga County, eventually connecting with US 6.
- Route 44 runs from the northwest to the southeast in Lycoming County. In the study area, Route 44 runs along the western edge of Porter Township along Pine Creek, follows 220 for a short distance, and then heads south through Jersey Shore Borough where it crosses the Susquehanna River and heads southeast across the southern portion of the county.

Functional Classification

Roadways are grouped into categories according to the service they are intended to provide. Known as the functional classification system, the categories serve as a guide for both planning and funding purposes and are summarized below.

Interstates are limited access highways designed for traffic between major regional areas or larger urban communities of 50,000 or more. These highways extend beyond state boundaries, with access limited to interchanges located by the U.S. Department of Transportation. Currently there are no interstates within the Planning Area; however, Route 220 is designated as part of the future Interstate 99. Within the Planning Area, it will be known as the Susquehanna Beltway.

Freeways are limited access highways designed for large traffic volumes between communities of 50,000 or more to regional traffic generators (such as central business districts, suburban shopping centers, and industrial areas). Freeways should be tied directly to arterial roads, with accessibility limited to specific interchanges to avoid the impediment of thru traffic. There are no freeways in the Planning Area.

Principal Arterials are roads that provide land access while retaining a high degree of thru traffic mobility and serve major centers of urban activity and traffic generation. These roadways provide a high speed, high volume network for travel between major destinations in both rural and urban areas. Route 220 is currently classified as a principal arterial.

Minor Arterials are roads that provide land access with a lower level of thru traffic mobility than principal arterials and serve larger schools, industries, institutions, and small commercial areas not incidentally served by principal arterials. Route 44 south through Jersey Shore and Route 287 fall into this classification.

Collectors are roads that link traffic between local roads and arterial streets and provide access to abutting properties. Collectors serve minor traffic generators, such as local elementary schools, small individual industrial plants, offices, commercial facilities, and warehouses not served by principal and minor arterials. Route 44 north of 220 is a rural major collector; there are several minor collectors in the study area as well.

Technical Background Studies

No. 4 - Transportation System Profile

Local roads serve farms, residences, businesses, neighborhoods, and abutting properties. The remaining roads fall into this classification.

Traffic Volumes

The most fundamental and visible description of a highway's function is the volume of traffic using that highway over a given time. To standardize this number, volume is generally expressed over a twenty-four hour period, factored by both day of the week and month of the year, to produce an Average Annual Daily Traffic (AADT) value.

PENNDOT tracks this data for the state road system, and a quick review clearly shows the importance of US 220. According to 1999 data, US 220 handles anywhere from 16,000 daily trips in Porter Township to 24,000 daily trips in Woodward Township. It is estimated that 75% of these trips are people traveling between I-80 and Williamsport. Comparatively, the next busiest route is Allegheny Street in Jersey Shore Borough, which handles 15,000 daily trips between Route 44 and Thomas Street. Route 44 South into Jersey Shore handles about 9,000 trips. Most of the outlying roads handle anywhere between 4,800 trips on Route 287 and 100 trips or less on some of the northern routes.

Bridges

Since the Planning Area has numerous creeks and streams flowing through it, there are quite a few bridges in the Planning Area. Many of these are very old and in need of either major rehabilitation or complete replacement. The WATS Long Range Plan 20 Year Non-Major Capital Project List identified several bridge rehabilitation or replacement projects within the I-99 Planning Area. Table 1 provides a summary of the projects that have been included in the 2003 Twelve Year Statewide Transportation Improvement Plan.

Aviation

Although there are no aviation facilities located within the Planning Area, the businesses and residents of the U.S. 220/Future I-99 Planning Area are serviced by two county-based aviation facilities—the Williamsport Regional Airport and the Jersey Shore Airport.

The Williamsport Regional Airport is located in Montoursville Borough and is owned and operated by the Williamsport Regional Airport Authority. It is classified as a scheduled aviation facility by the Bureau of Aviation. This facility provides regularly scheduled commercial service through USAir with seven flights daily connecting its passengers to USAir hubs in Pittsburgh and Philadelphia.

At the present time, PENNDOT is preparing the environmental impact studies for a new access road to the airport. In addition, plans for rehabilitating the terminal, including a new addition, have been completed and are awaiting FAA approval. The Airport would also like to extend its

Technical Background Studies

No. 4 - Transportation System Profile

primary runway an additional 500 feet in order to attract other, larger carriers, which would allow more freight to be moved through the airport, as opposed to trucking it to other airports, thus adding to overall costs. However, they have been unable to obtain approval from the FAA because they do not meet the necessary criteria.

US Airways' recent filing for bankruptcy should not have an impact on the services provided through the Williamsport Regional Airport. The daily flights to Pittsburgh and Philadelphia are provided through contract carriers that are not wholly owned by USAir and are not included in the bankruptcy filing.

The Jersey Shore Airport is classified by the Bureau of Aviation as a general aviation facility, and is located just across the Susquehanna River in Nippenose Township. This airport is a privately owned, public-use facility providing one grass runway that is 2300 feet long. This facility provides recreational benefits to area residents, and is preferred by many novice and seasoned-weekend pilots. Currently, the owners are pursuing funding to pave the runway which would allow for year round usage.

Public Transit

There are no traditional public transit services in the area, although there are currently discussions about City Bus offering limited services to the area. City Bus is part of the Williamsport Transportation Bureau and operates numerous fixed routes in downtown Williamsport and to the east of the city.

The Lycoming-Clinton Counties Commission for Community Action, Inc., also known as STEP, operates a shared ride, demand-responsive transportation service throughout the County for seniors and disabled citizens. Currently, the base fare is \$11.00 per one-way trip and reservations must be made by 2:00 PM the day before.

Rail Service

The SEDA-COG Joint Rail Authority purchased the Williamsport Branch Line System from Conrail in 1996. This shortline operation begins in Avis, Clinton County and runs along the north side of the Susquehanna River through Jersey Shore, Williamsport, and Montoursville to Muncy. It is operated and maintained by the Lycoming Valley Railroad and is a switching carrier and a Norfolk Southern carrier. They also have limited access to the Canadian Pacific Railway. The rail line provides freight services only. There are no passenger services in the area other than special event excursion trains.

Intermodal Facilities

Currently, the Lycoming County Planning Commission has plans to begin a needs and feasibility study for a rail/truck/air freight intermodal facility for Northcentral Pennsylvania. At the present time, the closest intermodal facilities are located in Harrisburg and Taylor (near

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Scranton), PA. This type of facility could enhance economic development in the region by providing services that could help reduce transportation costs for existing manufacturers in the area, as well as provide incentives for new businesses to locate in the area. In addition, it is felt that a facility of this type would help reduce truck traffic throughout the area, thus improving public safety. It is also likely that the study will consider other intermodal options, such as an air cargo facility.

The County Planning Commission, the SEDA-COG Regional Transportation Planning Advisory Committee, the Williamsport Municipal Airport Authority, and SEDA-COG Joint Rail Authority will work together to coordinate the study. Elements of the study will include a definition of the study area, evaluation of present and future demands for such a facility, evaluation of potential sites, and an analysis of potential transportation impacts. A cost analysis, including a financial plan, would also be within the scope of the project.

Pedestrian and Bikeway Systems

The south end of the Pine Creek Rail Trail will originate in Jersey Shore Borough. Construction is expected to begin in Spring 2003. The trail will handle both pedestrian and bike traffic and heads north through the Pine Creek Valley into Tioga County. Once completed, the trail will be 62 miles long – one of the longest in the Northeastern United States. There are other bikeways located along the Susquehanna River in Williamsport. These provide recreational opportunities at present, but eventually could allow for an alternative mode of travel for residents if connected to the Pine Creek Trail and are regularly maintained.

A major planning effort is currently underway for the development of the Susquehanna River Greenway. The Susquehanna River Greenway Plan envisions an inter-connected greenway system from New York to the Chesapeake Bay and includes local projects such as a boardwalk along the River in Jersey Shore Borough and the enhancements proposed by the Williamsport Downtown Revitalization Project. The Greenway would eventually connect the Pine Creek Rail Trail with the river communities of Williamsport, Montoursville, Muncy, and Montgomery, and eventually to points south of Lycoming County. Overall, a 500+ mile greenway has been envisioned. Another component of the plan is the development of an “island registry” as part of a Lumber Heritage Region Water Trail that would provide river sojourners with details about the numerous islands.

Transportation System Deficiencies

The main deficiencies in the Planning Area are the condition of the Route 220 corridor, and the lack of public transit for area residents. The problems with Route 220 are currently being addressed with the development of the new Susquehanna Beltway Project, but this is a long-

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term project, and construction is expected to be complete by 2010, assuming timely funding, environmental approvals, and public support.

Susquehanna Beltway Project

Also known as the Susquehanna Beltway project, development of the I-99 corridor is the most significant transportation improvement occurring within the Planning Area. In 1997, the need to improve the corridor was recognized in the Lycoming County Comprehensive Plan, for safety reasons as well as economic development purposes. The main goals of the project are:

- To accommodate both local trips and long distance travel demands
- To reduce current congestion
- To ensure sufficient capacity
- To improve safety
- To provide system continuity

Several alternatives were initially proposed and have since been narrowed down to two: relocate a new highway to the north of the existing corridor or utilize the existing corridor (there are three possible variations being considered). The next phase of the planning process is to begin the preliminary engineering and environmental impact assessments for these alternatives. The planning for a project of this scope is lengthy, but ensures that the initial goals will be met with a minimal amount of impact on residents and the environment.

Other deficiencies are focused at the municipal level and are defined as follows:

Jersey Shore Borough

- ☑ Oliver Street - Jersey Shore Borough Council has received complaints from citizens regarding school bus and truck traffic on Oliver Street, which serves as the main route to the Jersey Shore School District complex and the Buttorf Industrial Park. Parking is currently allowed on both sides of the street and the increased bus and truck traffic is congesting the flow of traffic. This problem is also complicated by the fact that the Pennsylvania Department of Transportation has designated the street as a truck route.

WATS Long Range Plan

The Williamsport Area Transportation Study (WATS) Coordinating Committee was formed in 1968 to serve as the Metropolitan Planning Organization (MPO) for the Williamsport Urbanized Area. The study area was expanded to include the entire county in September 2002, with additional voting representation for local municipalities and intermodal providers. The WATS Long Range Plan is included in the Lycoming County Comprehensive Plan and currently

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contains over \$165 million in projects throughout the county. The plan is updated every two years, and the County, through WATS, coordinates with local municipalities to develop transportation project needs and priorities.

There are two WATS committees – Technical and Coordinating. The Technical Committee reviews transportation plans, programs, and projects, and makes recommendations to the Coordinating Committee, which issues final approval. Representatives on the Technical committee include the Lycoming County Planning Commission, the Williamsport Bureau of Transportation General Manager, Williamsport City Engineer, Williamsport Regional Airport Director and PENNDOT representatives. The Coordinating Committee representatives include the Lycoming County Commissioners, Williamsport Mayor and City Council, a Township representative, a Borough representative, and a representative from each of the following – the Williamsport Bureau of Transportation, the Williamsport Regional Airport, the SEDA-COG Joint Rail Authority, and PENNDOT officials.

In addition to the bridge projects previously mentioned, WATS projects scheduled in the 2003 Statewide Transportation Improvement program are listed in Table 1.

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Table 1
PENNDOT 2003 Twelve Year Transportation Improvement Program for the U.S. 220 / Future I-99 Planning Area

Project	Route	Project Title	Improvement	Program Period	Cost (\$000)*							
					Study	PE	FD	UTL	ROW	CON	PRA	Total
Highway												
50440	--	Pine Creek Trail	Trans. Enhancement	First	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,557	\$ -	\$ 1,557
5701	220	Susquehanna Beltway	New Alignment	First	\$ -	\$ 4,925	\$ 1,200	\$ -	\$ 1,472	\$ -	\$ -	\$ 7,597
5701	220	Susquehanna Beltway	New Alignment	Second	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
5701	220	Susquehanna Beltway	New Alignment	Third	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000
58326	220	Woodward-Lyco Ck PH II	Highway Restoration	First	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500
Bridge												
5914	220	Jersey Shore RR Bridge	Bridge Restoration	First	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500
5979	T-343	Pine Run Bridge	Bridge Replacement	First	\$ -	\$ 100	\$ 50	\$ 10	\$ 10	\$ 205	\$ -	\$ 375

Source: PENNDOT 2003 Twelve Year TIP; * estimates

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Journey to Work

Obtaining a basic knowledge about commuting patterns and the characteristics of commuter travel of the Planning Area is an essential component to the comprehensive planning process. Such trends are useful for planning highway improvements and developing public transportation services, as well as for designing programs to ease traffic problems during peak hours, conserve energy, and reduce pollution.

Place of work and commuting patterns statistics for the Planning Area municipalities were obtained from the 1990 and 2000 Censuses, and are presented Table 2.

Place of Work

Table 2 provides insight on the place of work destinations for the Planning Area residents. As shown, the majority of the Planning Area residents' place of employment is located outside of their respective municipality, but within Lycoming County.

Notable differences in each municipality's place of work trends did occur over the 1990 to 2000 Census periods. During this period, the percentage of persons working within Jersey Shore Borough decreased from 19.4 percent in 1990 to 13.1 percent in 2000, while the percentage of persons working outside the county increased from 7.5 percent in 1990 to 10 percent in 2000. These trends appear to indicate that a greater share of the borough's population may be working in neighboring counties such as Clinton or Union.

Similar trends occurred in Piatt Township where from 1990 to 2000, the share of the township's total population working outside the county increased from 3.2 percent to 8.6 percent, respectively. Likewise, the share of Porter Township's total population working outside the county increased from 7.0 percent to 10.4 percent.

While Woodward Township also experienced an increase in the share of persons working outside the county during the 1990 to 2000 Census periods, it also saw a comparable increase in the share of its population who work within the county. These trends are indicative to Woodward Township being strategically located along U.S. 220 and in close proximity both the City of Williamsport and neighboring Union and Clinton Counties.

The number of people working at home almost doubled in Jersey Shore Borough and Woodward Township. In 2000, they accounted for about 2.5 percent of the active labor force in each municipality. This appears to be indicative of the growth in personal computers, the Internet, and other telecommunications innovations. However, it has decreased significantly in Piatt Township, from 4.1 percent to 1.6 percent. The decrease in Porter Township was slight, from 2.5 to 1.8 percent.

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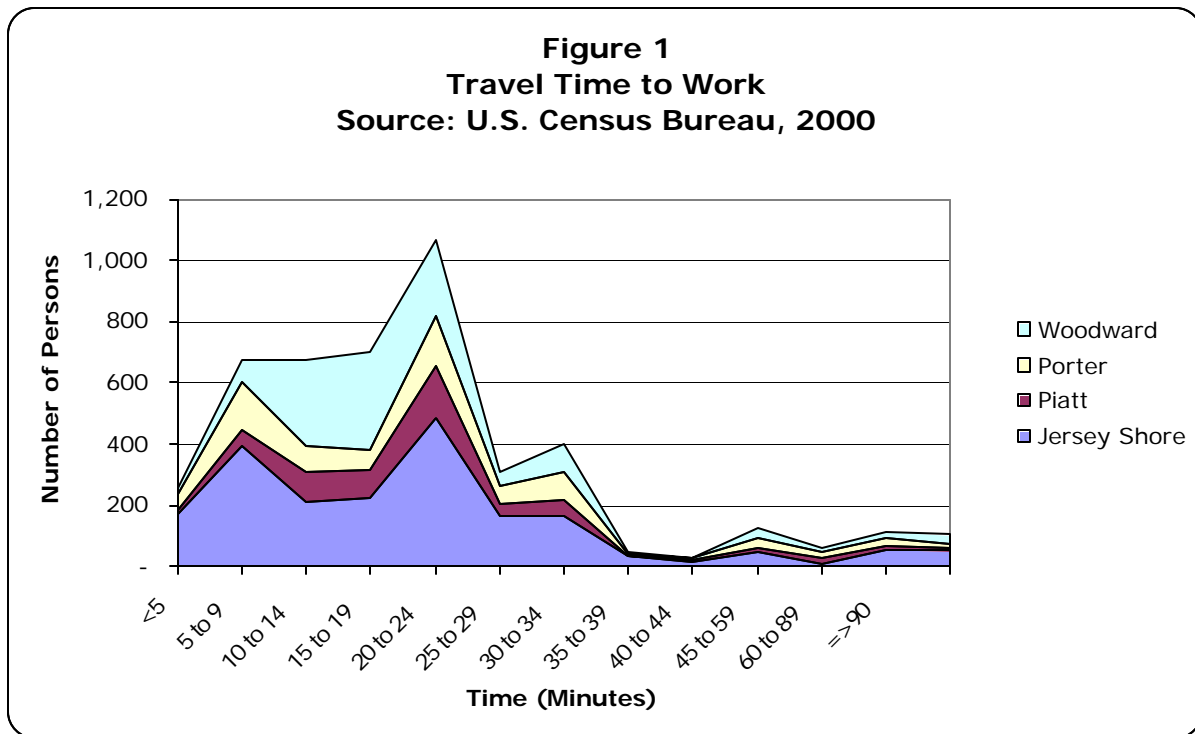
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Travel Mode

The mode of travel is also an important characteristic of the Planning Area's transportation system. As presented in Table 2, an overwhelming majority of the Planning Area's residents drove to work alone. Moreover, the number of persons who carpooled decreased in each municipality—except for Woodward Township—over the 1990 to 2000 Census periods.

Travel Time to Work

As illustrated in Figure 1, the majority of the Planning Area residents travel less than 30 minutes to work, which indicates that most of the Planning Area residents are employed in the Greater Williamsport area. The One-Half Hour Travel Area Map presented in the Lycoming County Planning Commission's April 1977 report entitled, "Guidelines for the Future Growth of Lycoming County" illustrates the 30 minute travel area from existing urban centers. This information provides insight to the demands placed on state and local highways located within the confines of this travel area.

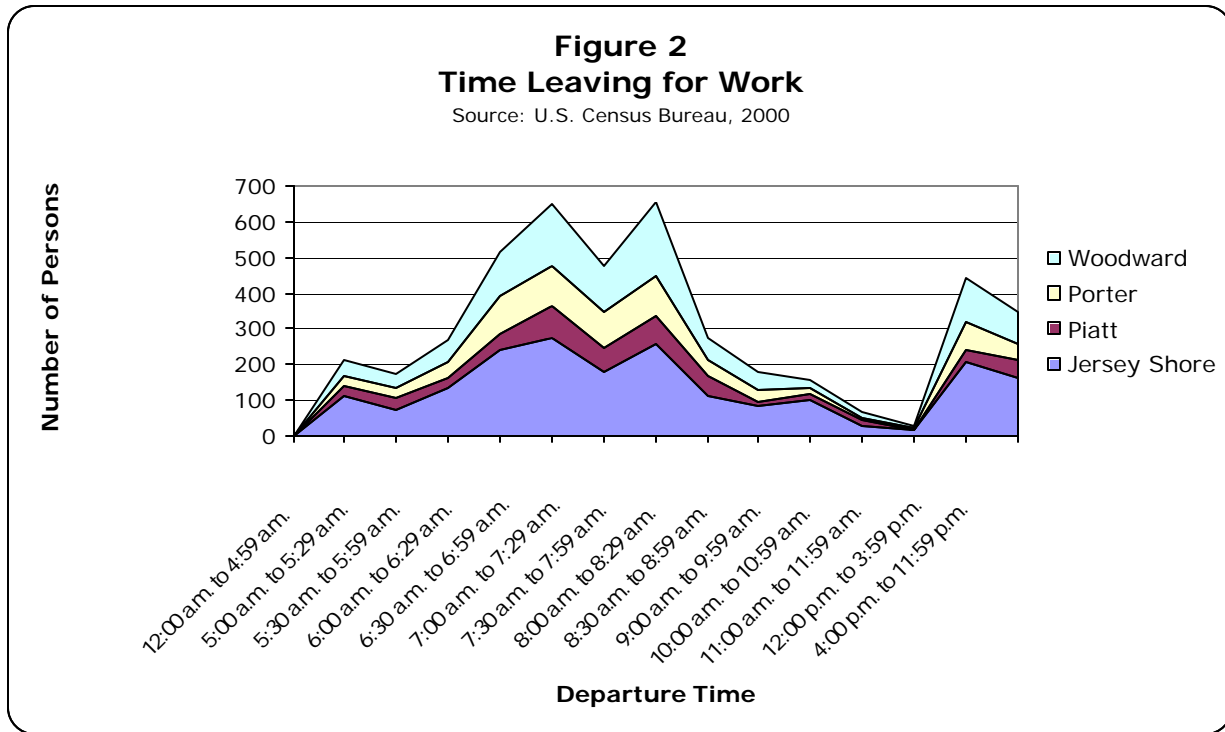


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Time Leaving for Work

Table 2 presents the timeframes within which the local residents leave for work. This data is important to the comprehensive planning process because it provides insight to the Planning Areas peak traffic hours. As illustrated in Figure 2, the peak departure times correspond to the work start times of 7 AM and 8 AM. As a result, the heaviest traffic volumes occur between 6:30 AM and 8:00 AM. Provided that most employees work an eight hour day, we can infer that the peak PM traffic volumes would occur between 4 PM and 5:30 PM.



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Place of Work and Journey to Work

Category	Total Persons							
	Jersey Shore Borough		Piatt Township		Porter Township		Woodward Township	
	1990	2000	1990	2000	1990	2000	1990	2000
Place of Work								
Worked in the minor civil division of residence	844	587	21	24	20	70	61	111
Worked outside minor civil division of residence	1,091	1,435	485	551	621	702	940	1,072
Worked in county of residence	1,575	1,537	467	460	537	594	928	1,080
Worked outside county of residence	325	449	35	108	101	170	67	93
Journey to Work (Mode)								
Car, truck or van	1,700	1,804	462	550	585	720	965	1,133
Drove alone	1,327	1,533	380	481	478	635	831	983
Carpooled	373	271	82	69	107	85	134	150
Public transportation	-	-	5	-	-	-	2	-
Motorcycle	-	-	-	-	-	2	6	-
Bicycle	-	-	-	-	-	2	2	-
Walked	209	134	10	10	38	30	5	8
Other Means	-	34	8	6	2	4	8	13
Journey to Work (Travel Time)								
Did not work at home:								
Less than 5 minutes	218	174	13	11	34	52	29	19
5 to 9 minutes	408	393	41	53	152	158	67	68
10 to 14 minutes	230	213	46	92	61	87	165	284
15 to 19 minutes	188	221	117	96	70	66	361	317
20 to 24 minutes	409	486	162	166	121	165	180	251
25 to 29 minutes	149	163	34	38	49	61	50	45
30 to 34 minutes	194	166	45	52	86	89	74	90
35 to 39 minutes	30	36	-	-	7	7	18	6
40 to 44 minutes	10	15	11	5	12	4	17	5
45 to 59 minutes	28	45	14	18	23	27	9	33
60 to 89 minutes	29	8	2	20	8	16	14	14
90 or more minutes	16	52	-	15	2	26	4	22
Worked at home	26	50	21	9	16	14	13	29
Time Leaving Home for Work - 1990-2000								
12:00 a.m. to 4:59 a.m.	63	109	14	33	27	27	31	42
5:00 a.m. to 5:29 a.m.	46	72	12	32	12	32	22	39
5:30 a.m. to 5:59 a.m.	84	133	31	31	39	43	44	65
6:00 a.m. to 6:29 a.m.	250	240	82	49	110	105	148	122
6:30 a.m. to 6:59 a.m.	311	273	110	93	79	109	153	175
7:00 a.m. to 7:29 a.m.	225	180	43	68	65	100	110	130
7:30 a.m. to 7:59 a.m.	299	260	55	76	89	110	167	208
8:00 a.m. to 8:29 a.m.	72	110	36	57	48	44	81	64
8:30 a.m. to 8:59 a.m.	127	82	10	12	24	34	44	50
9:00 a.m. to 9:59 a.m.	59	102	16	14	19	20	31	22
10:00 a.m. to 10:59 a.m.	19	26	15	16	10	6	8	20
11:00 a.m. to 11:59 a.m.	8	14	0	5	2	4	0	3
12:00 p.m. to 3:59 p.m.	165	209	32	29	42	81	68	123
4:00 p.m. to 11:59 p.m.	181	162	29	51	59	43	81	91

Source: U.S. Census Bureau

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No. 5 - Community Facilities and Services Profile

Introduction

This chapter examines the full range of community facilities and services available in the U.S. 220/Future I-99 Planning Area related to the functioning of the communities, economic growth, health, education, welfare, safety and other needs of the citizens. These services include both public and private police protection, emergency services, recreation, education and health care. The timely and orderly arrangement of facilities and services is important to the well being of all residents. This profile is useful in identifying strengths as well as inadequacies and needs. Adequate infrastructure is an essential ingredient in fostering new development and in retaining and strengthening existing business and industry.

Key Facilities and Services Issues

Through consultation with the Planning Advisory Team and interviews with key persons and focus groups within the planning area and throughout the County, the important issues that could potentially impact on the community in terms of facilities and services were identified. The key facilities and services issues that were noted for the U.S. 220/Future I-99 Planning Area are as follows:

- ☑ **Good School Systems (public/private)** – The communities along the 220 corridor have the opportunity to attend quality public and private school systems at the elementary, middle school and high school levels. Additionally, there are excellent technical schools, colleges, and universities in the immediate area.
- ☑ **Urban School District** - Woodward Township as rural community is within an urban school district. There has been some conflict between residents and the school district.
- ☑ **Intermunicipal Cooperation** - There are cooperative agreements in-place and a general spirit of cooperation between the municipalities in providing services. The recent forming of the Tiadaughton Council of Governments will only serve to strengthen intermunicipal cooperation for this region.
- ☑ **Subdivision without Infrastructure** - An issue that is prevalent throughout the rural areas of these municipalities is residential subdivisions that are planned and constructed without adequate road network, sewage treatment, or water supply.
- ☑ **Immediate access to state forest lands** - One of the strong points of this area is its natural setting in the heart of central Pennsylvania. These communities have excellent access to a tremendous State Forest Land and State Game Land resource.
- ☑ **Prime fishing, open space, clean air, and good water quality** - There is immediate access to excellent fresh water fisheries, to include Pine Creek, Larry's Creek and the Susquehanna River. These fisheries have the benefit of good water quality, which supports warm water species and cold water species, such as trout in Pine Creek and Larry's Creek. This area is

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rich with open space, both public and private. It is only a short drive, or in some cases a short walk, to peace and solitude in a rural or forest setting

- ☑ **Access to the Susquehanna River** - Access to the river is both a strong point and a weakness. The river is a tremendous recreational asset flowing through the community. In some respects it is readily accessible, however, there is room for significant improvements in boating access and general public access.
- ☑ **Skateboarding** - Skateboarding has become a popular activity by our youth. With this activity has come a generational conflict and damage to public and private property. Skateboarding has created conflict in many communities.
- ☑ **Bikeway Connectivity** - There are no established bike paths in this area, however there are plans for significant improvements. Bike paths may become a strong point for these communities in the future. The I-99 corridor spans terminal points to two tremendous bikeway systems. By the summer of 2003, the Pine Creek Rail Trail will extend from the northwestern border of the County to a trailhead in Jersey Shore. Construction plans are in process for completing the section of the Susquehanna Trail that will connect the Montoursville/Loyalsock Bikeway, the Lycoming Creek Bikeway, and Susquehanna State Park.
- ☑ **Lack of Public Recreation** - There is a tremendous potential for recreation in this area, but there is a lack of public recreation parks and facilities serving these communities. Recreation opportunities along the river are mostly private.
- ☑ **Recreation Facilities** - There is a YMCA recreation facility and a community pool supporting these communities. Recreation facilities such as baseball and soccer fields have been constructed through volunteer efforts, with improvements dependent on donations and volunteerism. There is a lack of community playgrounds within the built up areas of Jersey Shore and surrounding communities.
- ☑ **Preserved Open Space** - There is a large number of acres of forest land, natural fields, and waterways with State Forest Lands, State Game Lands, and large tracts of land from private hunting and fishing clubs that is preserved. There is also a high percentage of private property enrolled in the Clean and Green Program. Additionally, many farms have fields and woodlands enrolled in the Conservation Reserve Program and Wildlife Habitat Improvement Program. The Northcentral Pennsylvania Conservancy is very active in this region.

Public Safety

9-1-1 Communications Center

The Lycoming County's 9-1-1 Communications Center receives emergency phone calls for both Lycoming and Sullivan Counties and dispatches fire, police and emergency medical services in

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the two county area. Telecommunicators, the individuals who receive and dispatch calls for the 9-1-1 Center, receive approximately 600 hours of training to perform their job functions. Telecommunicators are Pennsylvania State Certified, and Emergency Medical Dispatch (EMD) certified. This permits the Telecommunicator to provide emergency care instructions to the caller prior to arrival of emergency services. The Communications Center dispatches approximately 45,000 to 50,000 incidents and receives over 200,000 telephone calls from the general public annually.

The mission of the Lycoming County Communications Center is to provide a county-wide communications system that permits 9-1-1 access to any individual in need of assistance in the County, dispatch of the appropriate police, fire, emergency medical services, emergency management personnel, and other affiliated agencies to emergency incidents by certified telecommunicators. They work in conjunction with the County Emergency Management Agency, Regional Emergency Medical Services Council, and Hazardous Materials Planning Division of the Department of Public Safety, as well as State agencies.

The 9-1-1 Communications Center is at the heart of Lycoming County's Fire, EMS, Sheriff and Police services. Lycoming County 9-1-1 services operate with state-of-the-art equipment. Telecommunication is performed by experienced, trained, emergency personnel who operate the "Simulcast" communications system, which is a radio tower network tied to the Communications Center. Dispatching decisions are made by the box card system that keeps track of cooperative agreements between fire companies, police, and emergency medical services.

Emergency Management

The Lycoming County Emergency Management Agency (EMA) is responsible for developing plans to respond to natural and man-made disasters, and to protect the lives and property of residents/visitors to the county. The County Commissioners have appointed a full time Emergency Management Coordinator who is responsible for the development of these plans as well as maintaining a county Emergency Operations Center (EOC) where county officials, support agencies, and volunteers meet to coordinate disaster activities. In addition to these functions, a major task of the Emergency Management Agency is working with all local municipal EMA Coordinators and assisting them with developing their EOC's and emergency operations plans. The Lycoming County Emergency Management Agency is also the focal point in any major disaster that coordinates the activities between federal, state and municipal government agencies.

The Pennsylvania Emergency Management Services Code (35 Pa. C. S. Section 7101-7707) requires that all counties and municipalities develop and maintain an emergency management program consistent with state and federal emergency management programs. Each county and municipal program is administered by a director, who is appointed by the Governor based upon the recommendation of county and/or municipal officials and the Pennsylvania Emergency Management Agency.

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Floods are the primary source of mass destruction from weather related emergencies in Lycoming County. The National Weather Service and the Lycoming County 9-1-1 Center have access to information from the fifteen (15) IFLOWS gauges within the county. The gauges report a digital signal, through the County owned microwave system, to the IFLOWS computer located in the County EMA Emergency Operations Center.

With any impending major emergency (i.e.: flood, tornado, hazardous materials) the EOC is activated with provisions for 24-hour staffing. Upon determining a need for warning due to flood or other severe weather, the County 9-1-1 Center will dispatch (by pager) all of the County Department of Public Safety (DPS) Management Team staff. This staff will report to the EOC to gather data and determine the complexity and severity of the event as well as to notify elected officials, emergency responders and municipal EMA Coordinators. Warning information is disseminated by the 9-1-1 Communications Center, The National Weather Service via radio stations, door-to-door, and the Disaster Communications Team-made up of amateur radio operators.

During major emergencies such as floods, tornadoes, snow storms and power failures, there is often the need to provide congregate care shelters for residents who may be unable to stay in their own homes. In Lycoming County, the American Red Cross maintains agreements with the owners of over 150 shelter sites.

Emergency Medical Services Council

The Regional Emergency Medical Services Council of Lycoming, Sullivan and Tioga Counties contracts with the Department of Health in Harrisburg to coordinate activities with our local Emergency Medical Services personnel. Basic Life Support, and rescue training is provided by the Regional EMS Council as well as inspections of our local basic and advanced life support vehicles, coordination of the DOH Voluntary QRS (Quick Response Service) program, preparation of grants for purchases of equipment and vehicles, Quality Assurance, Public Education, and data collection of patient information.

Hazardous Materials

In Pennsylvania, each county is required under Act 165 to have a contract with a state certified hazardous materials response team. The program, which is managed by the Pennsylvania Emergency Management Agency (PEMA), establishes operational, staffing, training, medical monitoring, supply, and equipment guidelines. The County has contracted with Teem Environmental Services, a State certified response and recovery Haz-Mat team for their Haz-Mat response services. This team will be responsible for responding to a wide variety of incidents involving the storage and transport of hazardous materials. Each of Pennsylvania's 67 counties is designated as a Local Emergency Planning District and each is required to have a Local Emergency Planning Committee (LEPC).

Lycoming County LEPC members are appointed by the governor from a list of nominees submitted by Department of Public Safety director, one County commissioner, and at least one person selected from the following groups:

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- Elected officials representing local government within the County;
- Law enforcement, first aid, health, local environment, hospital and transportation personnel;
- Firefighting personnel;
- Emergency management personnel;
- Broadcast and print media;
- Community groups not affiliated with emergency services groups; and
- Owners and operators of facilities subject to the requirements of the Superfund Amendments and Reauthorization Act of 1986 (SARA).

LEPC responsibilities are essentially those established by SARA (Superfund Amendments and Reauthorization Act of 1986) Title III, with additional specific requirements under Pennsylvania Act 165. In Pennsylvania, an offsite emergency response plan is required for each SARA EHS planning facility. This plan becomes a supplement to the County emergency operations plan. Lycoming County has 93 SARA EHS planning facilities, each having a plan filed with the County's emergency management office.

The focus of the Hazardous Materials (Haz-Mat) section is compliance with Federal and Pennsylvania hazardous materials regulations. Through planning, training, and public information, the impact of hazardous chemical emergencies is lessened. Haz-Mat works closely with the Lycoming County Local Emergency Planning Committee, hazardous chemical users, and emergency responders.

Site-specific emergency plans are kept current for 93 facilities in Lycoming County. Training courses, many of them customized for local needs, are offered to emergency responders. Exercises are conducted to allow operators, facilities, responders, and support agencies to operate jointly to solve a common problem. Programs are offered to the public upon request. Haz-Mat assists local responders, the County's Haz-Mat team, the Lycoming Decontamination Task Force, and foam bank during chemical emergencies.

Counter-terrorism

The Commonwealth of Pennsylvania has created nine (9) regional counter-terrorism task forces for the purpose of regionalizing the planning and preparedness for and response to weapons of mass destruction incidents. Lycoming County is the administrative host to one of the task forces. Presently, municipalities can best aid counter terrorism task force efforts by supporting their municipal public safety agencies such as fire, police, emergency management, and emergency medical services.

Fire Protection Services

Volunteer fire companies provide service to all of the County's municipalities. The City of Williamsport has a paid fire department. Some fire companies are using paid day shifts to operate the ambulance(s) for times they do not have volunteer coverage. The county is split

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into primary service areas for fire protection. Primary service areas represent a specific jurisdiction to which an individual fire company has “first-call” responsibility for providing fire and rescue service. Fire protection services are conducted in a multi-municipal manner for efficient coordination and cooperation. The location of the fire stations and the primary service areas are shown on the Fire Service Areas Map. Primary service providers for the U.S. 220/Future I-99 Planning Area are shown in the table below.

Company	Current Number of Active Staff Members	Optimum Staff of Active Members	Average Response Time	Dedicated Fire Tax	Remarks
Citizens Hose Company - Jersey Shore	40	60	3 min.	No, but municipalities do contribute	Daytime staffing is a problem, especially 3:00 p.m. to 5:00 p.m.
Independent Hose Company - Jersey Shore	40	40	4 min.	Yes	Daytime staffing is a problem.
Woodward Twp Volunteer Fire Company	20	30	6 min.	No, but the Twp donates yearly	None

Company	Engine	Tanker	Rescue	Special Unit	Brush	Squad	Tower	Remarks
Citizens Hose Company - Jersey Shore	3	1	1	1	-	-	-	
Independent Hose Company - Jersey Shore	1	1	1	1	1	-	1	
Woodward Twp Volunteer Fire Company	-	1	-	1	1	1	-	

Cooperative agreements exist between fire companies. These agreements are formed by the fire chiefs of each fire department. These agreements change frequently and are updated as needed in the Lycoming County 9-1-1 system card file. The card file lists each fire chief’s preferences and order of call up for the backup from other departments. The County 9-1-1 Telecommunicators use the card file to send backup from other departments.

The biggest issues concerning volunteer fire companies are manpower and equipment costs, because the delivery of fire protection services is almost entirely dependent upon local volunteers. Volunteerism is declining nationwide and this area is no exception. Factors attributing to declining membership include:

1. A volunteer’s daily schedule is constrained by time commitments required for family life and employment obligations. Volunteerism, therefore, produces an added burden and increases personnel stress.

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2. Interest in volunteering appears to be diminishing because of the large number of hours necessary to conduct fund-raising activities. Constant fund-raising becomes tiresome to the volunteer who is interested in training and fire fighting. The increased need and emphasis on fund-raising often jeopardizes the strength levels of local fire services, and moreover, tends to dissuade new membership.
3. Other service organizations are competing for volunteers and donations, thus, limiting the number of individuals available for membership.
4. Training requirements for becoming a Firefighter or Emergency Medical Technician are extensive.
5. The declining wage level and the loss of family sustainable incomes from a single job have forced more people to work more than one job to support their families. This has led to a decline in volunteerism as people have less time to give.

As mentioned above, fundraising is an integral part of a volunteer fire company organization. The companies serving the U.S. 220/Future I-99 Planning Area raise money through a variety of community events. Bingo, carnivals, and dinners at the fire stations have historically been successful in both fund-raising and community interaction.

Recent legislation was passed to set aside a fund to make it easier for volunteer fire companies to obtain new equipment.

Emergency Medical Services

Emergency medical services involve the transportation of patients from the scene of a medical emergency to a local medical care facility for treatment. Emergency medical services are provided by Basic and Advanced Life Support ambulance units, as well as non-transport quick response units (QRS) from the volunteer fire companies and the Williamsport Bureau of Fire.

Similar to the system for fire protection, the county is split into primary service areas for emergency medical services. Primary service areas represent a specific jurisdiction to which an individual team has “first-call” responsibility for providing emergency medical service. Because Primary Response Areas are not mutually exclusive, there may be municipalities that are served by one or more EMS services. The location of the services and the primary service areas are shown on the Ambulance Service Areas Map. There are also mutual aid agreements on file at the 9-1-1 Command Center. Primary service providers for the U.S. 220/Future I-99 Planning Area include:

- Jersey Shore Area E.M.S. – Jersey Shore
- Old Lycoming V.F.C. – Old Lycoming Township

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Fire and Emergency Services Training

Fire Training:

- Basic training for a new recruit is approximately 140 hours consisting of primarily 4-5 courses.
- Re-certification training is needed for Haz-Mat certification each year and consists of 2 classes per year totaling 7 hours.
- Generally, training is provided at no cost to the firefighter.
- Training is made available through the PA Fire Academy, the Department of Education and several community college systems. The Pennsylvania fire academy in Lewistown, and Bucks County-Doylestown provide classroom instructors, and financially support this system.

Emergency Medical Technician Training:

- Basic training for a new recruit is approximately 120 hours
- Training is made available through the Department of Health several community college systems. The Harrisburg Area Community College provides EMT training, in Lycoming County.

Additional training and practice is provided by local fire training associations:

- Central Area Fire Chiefs Association (CAFCA) – 1750 W. Third Street, Williamsport PA. This training association has a facility with these features:
 - Two burn rooms
 - 4-story drill tower-for rope training evaluations and aerial device training
 - Drafting pit
 - State Firefighter I & II, and Fire Officers I & II testing certification site. Currently the only one within a 50 mile radius of Williamsport.
 - Technical rescue Practice area
 - Concrete pad encircling the 4-story tower and the associated burn rooms
 - Concrete area for vehicle rescue classes
 - Pump test area
- Muncy Area Mutual Aid Association (MAMA) This training association has a facility with these features:
 - Maze building
 - Smoke Building
 - Swede Flashover Building
 - Tower Building-for ladder and repelling training
 - Ventilation Mock-up Building
 - Vehicle Rescue Pad

Technical Background Studies

No. 5 - Community Facilities and Services Profile

Police Services

Police protection is an essential service required for the protection of local residents and the business community. The traditional role of the police involves three functions—(1) law enforcement, (2) order maintenance, and (3) community service. Law enforcement involves the application of legal sanctions, usually arrest, to persons who injure or deprive innocent victims of life or property. Order maintenance involves the handling of disputes. The third aspect of the police function, and the one most likely to occupy the major portion of the officer's time, are activities not necessarily related to criminal acts and include such tasks as traffic control, education, and other public services.

The Jersey Shore Police Department provides services to the Borough of Jersey Shore. Porter Township Police Department provides services in Porter Township. Listed below are specifics on each department.

Jersey Shore Police Department

- 6 sworn officers
- Is involved in county wide mutual aid
- 2 holding cells, with total of 4 person capacity

Porter Township Police Department

- Complement allows 2 full-time and 1 part-time sworn officers. Currently one officer on duty
- Is involved in county wide mutual aid

The municipal police departments within Lycoming County have Mutual Aid agreements in place that allow the various municipal departments to acquire reinforcements for various situations.

Police coverage in Piatt and Woodward Townships is provided by the Pennsylvania State Police, Troop F. The State Police may call in neighboring local forces.

Troop F has 260 sworn officers and 37 civilian employees. 73 of the Troopers and 14 of the employees are assigned here in Lycoming County, although at times, dependent on their specialty, their duties take them outside the county. The Captain can bring any of the other 187 Troopers assigned to the rest of Troop F to assist in Lycoming County, if necessary. In addition, the Captain can also bring in any number of Troopers from outside the Troop area if exigent circumstances dictated a greater response.

State Police response times vary with the following factors: weather conditions, distance from the Trooper's position in an assigned zone to the incident, number of Troopers working on a particular day and shift, number of other incidents in progress, etc. Since Troopers are assigned to "zones", the response time is figured from the Trooper's position in the zone, not from the

Technical Background Studies

No. 5 - Community Facilities and Services Profile

Montoursville Barracks. The State Police do not have any holding facilities; however they have designated detainment areas that are CALEA compliant.

Other law enforcement groups that contribute to Lycoming County's public safety include the Lycoming County Sheriff Department, the local office of the Federal Bureau of Investigation.

Correctional Custody

Correctional Custody Services are provided by the Lycoming County Prison located in Williamsport. The inmate capacity of the Lycoming County Prison is 250. Electronic Monitoring is done by the county and usually involves a global positioning system that is contracted to two different companies. House arrest is a more passive involvement where the person is usually confined to a house. Lycoming County also conducts a work release program from the County facility off Warrensville Road in Loyalsock Township, at the Lysock View Complex. The work release program allows prisoners to have full-time jobs in the community that pays a nominal wage. The work crew program is for part-time workers. Lycoming County has entered into an agreement with Clinton County to house female inmates.

The Muncy State Prison for male and female inmates in Clinton Township, has a population capacity of 843. The Allenwood Federal Prison Complex is located in Gregg Township.

Health Care Facilities

Health care for the residents of the U.S. 220/Future I-99 Planning Area is provided by the Susquehanna Health System, Geisinger Health System, Jersey Shore Hospital, and Lock Haven Hospital.

In July 1994, an alliance was formed among three area hospitals signaling the beginning of a new era in healthcare for the region. This alliance, called Susquehanna Health System, brought together the Williamsport Hospital & Medical Center, Divine Providence Hospital and Muncy Valley Hospital, along with their subsidiaries into a fully-integrated healthcare System. While some services such as general surgery, anesthesiology, laboratory and x-ray services are offered at the three hospital campuses, other specialized services are concentrated at the hospital that has already established itself as a recognized Center of Excellence for those services. Divine Providence Hospital is, for example, designated as the Center of Excellence for Outpatient Services in Williamsport.

Founded in 1915, Geisinger Health System provides more than two million people in 31 counties in Pennsylvania a complete continuum of quality health care. Geisinger Health System offers a complete range of quality health care services. Services for this planning area are provided through satellite centers at Muncy and McElhattan, and at the Jersey Shore Hospital.

The Jersey Shore Hospital and is located within this Planning Area. Regional Health Care Facilities readily available to the residents of the U.S. 220/Future I-99 Planning Area include:

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No. 5 - Community Facilities and Services Profile

Facility	Type	Beds	Location
Divine Providence Hospital	Hospital	31	1100 Grampian Boulevard Williamsport, PA 17701
Jersey Shore Hospital	Hospital	49	Thompson Street Jersey Shore., PA 17740
Lock Haven Hospital	Hospital	77 Acute Care 120 ECU	24 Cree Drive Lock Haven, PA 17745
Muncy Valley Hospital	Hospital	25 Acute Care 139 Long Term	215 East Water Street Muncy, PA 17756
Williamsport Hospital & Medical Center	Hospital	260	777 Rural Avenue Williamsport, PA 17701
Interim Health Care of Central PA	Home Health	-	160 Chad Road Muncy, PA 17756
Susquehanna Regional Home Health Services	Home Health	-	1100 Grampian Boulevard Williamsport, PA 17701
North Central PA Dialysis Clinics	End Stage Renal Disease	-	1660 Sycamore Road Montoursville, PA 17754
Evangelical Community Hospital	Hospital	190	One Hospital Drive Lewisburg, PA 17837
Susquehanna Regional Hospice Services	Hospice	-	1100 Grampian Boulevard Williamsport, PA 17701

Facility	Type	Location
Behavioral Health Center	Mental Health	1100 Grampian Blvd, Williamsport, PA
Central Penna Therapy and Wellness Center	Mental Health	252 Broad St., Montoursville, PA
Community Services Group	Mental Health	201 Academy St. Williamsport, PA
Counseling & Consulting Specialists	Mental Health	1965 Lycoming Creek Road, Williamsport, PA
Green Ridge Counseling Center	Mental Health	520 West Fourth, Williamsport, PA
Lycoming-Clinton Mental Health & Retardation Program	Mental Health	200 East Street, Williamsport, PA
Miele Nicole LCSW	Mental Health	904 Campbell Street, Williamsport, PA
Williamsport Psychological Associates	Mental Health	811 Market Street, Williamsport, PA

Technical Background Studies No. 5 - Community Facilities and Services Profile

Facility	Type	Location
Genesis Eldercare	Nursing Home	1201 Rural Ave., Williamsport, PA
Manorcare Health Services	Nursing Home	101 Leader Dr., Williamsport, PA
Muncy Valley Hospital Skilled Nursing Unit	Nursing Home	215 East Water Street, Muncy, PA
Millville Health Center	Nursing Home	State Street, Millville, PA
Williamsport Home	Nursing Home	1900 Ravine Road, Williamsport, PA
Valley View Nursing Center	Nursing Home	2140 Warrensville Road, Montoursville, PA
Sycamore Manor Health Center	Nursing Home	1445 Sycamore Road, Montoursville, PA
Susque-View Home & Health Center	Nursing Home	22 Cree Drive, Lock Haven, PA
Outlook Pointe At Loyalsock	Nursing Home	2985 Four Mile Drive Montoursville, PA
Insinger's Personal Care-South	Nursing Home	6 East Central Ave. South Williamsport, PA

Educational Facilities

Public Facilities

The Jersey Shore Area School District and the Williamsport Area School District provide public education for the residents of the U.S. 220/Future I-99 Planning Area.

The Jersey Shore Area School District has a current enrollment of 3158 students in grades Kindergarten through 12. The Jersey Shore Area School District is comprised of 385.9 square miles. The buses transport approximately 2,800+ of the students over 3,000 miles per day. There are six schools in the District: Jersey Shore Senior High, Jersey Shore Junior High, Jersey Shore Elementary, Avis Elementary, Nippenose Elementary, and Salladasburg Elementary. The District Administrative offices are located at 175 A & P Drive, Jersey Shore, PA 17740-9268.

The Jersey Shore Area School District offers a wide range of electives in the areas of the sciences, language arts, social studies, mathematics, business, art, and music. The District offers approved Occupational Vocational Education programs in Business and Trades and Industry. Prior to 2002, students from Jersey Shore participated in Occupational Vocational Education programs at the Keystone Central School District. The District will continue to expand Occupational Vocational Education programs over the next few years.

Technical Background Studies No. 5 - Community Facilities and Services Profile

The table below provides student capacity, 2001-2002 actual student population, and student population projections from 2002 through 2012. Projections are from the Pennsylvania Department of Education statistical reports published at "<http://enrlproj.ed.state.pa.us/>."

JERSEY SHORE AREA SCHOOL DISTRICT

YEAR	K	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
Capacity	Capacity				Capacity				Capacity					
2001-2002	188	218	237	232	226	250	265	269	274	274	279	239	207	3158
2002-2003	177	219	211	242	230	227	252	282	263	265	260	280	210	3118
2003-2004	190	194	212	215	240	231	229	268	276	254	252	261	246	3068
2004-2005	187	209	188	216	214	241	233	243	262	267	241	253	230	2984
2005-2006	192	205	203	192	215	215	243	247	238	253	254	242	222	2921
2006-2007	190	211	199	207	191	216	217	258	242	230	240	255	213	2869
2007-2008	188	209	205	203	206	192	218	230	252	234	219	241	224	2821
2008-2009	187	207	203	209	202	207	194	232	225	244	222	220	212	2764
2009-2010	185	205	201	207	208	203	209	206	227	217	232	223	193	2716
2010-2011	183	203	199	205	206	209	205	222	201	219	206	233	196	2687
2011-2012	181	201	197	203	204	207	211	218	217	194	208	207	205	2653

* From PA Department of Education School District Projections 2001

The Williamsport Area School District has a current enrollment of 6287 students in grades Kindergarten through 12. Although it is an Urban School District, many of the students are transported by bus. There are eleven schools in the District: Williamsport Area High School, Curtin Middle School, Lycoming Valley Middle School, Roosevelt Middle School, Cochran Elementary School, Hepburn Lycoming Elementary School, Jackson Elementary School, Round Hills Elementary School, Sheridan Elementary School, Stevens Elementary School, and the Alternative Education School in Woodward Township. The District Administrative offices are located at 201 W. Third Street, Williamsport, PA 17701-6409.

The Williamsport Area School District offers a wide range of electives in the areas of the sciences, language arts, social studies, mathematics, business, art, and music. The District offers approved Occupational Vocational Education programs in Business, Health, Home Economics, Trades and Industry, and Diversified Occupations.

The table below provides student capacity, 2001-2002 actual student population, and student population projections from 2002 through 2012. Projections are from the Pennsylvania Department of Education statistical reports published at "<http://enrlproj.ed.state.pa.us/>."

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WILLIAMSPORT AREA SCHOOL DISTRICT

YEAR	K	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
Capacity	3994						2163			2558				8715
2001-2002	377	426	482	483	489	509	531	518	513	519	504	480	456	6287
2002-2003	350	393	412	478	477	486	521	540	505	519	484	459	431	6055
2003-2004	338	391	380	408	472	474	497	530	527	511	484	441	412	5865
2004-2005	339	377	378	376	403	469	485	505	517	533	476	441	396	5695
2005-2006	356	378	364	374	371	401	480	493	493	523	497	433	396	5559
2006-2007	349	397	365	361	369	369	410	488	481	499	487	452	389	5416
2007-2008	342	389	384	362	356	367	377	417	476	487	465	443	406	5271
2008-2009	335	381	376	380	357	354	375	383	407	482	454	423	398	5105
2009-2010	328	373	368	372	375	355	362	381	373	412	449	413	380	4941
2010-2011	321	366	360	364	367	373	363	368	372	377	384	409	371	4795
2011-2012	315	358	354	357	359	365	381	369	359	376	351	349	367	4660

* From PA Department of Education School District Projections 2001

Private Facilities

A number of private schools are located in close proximity to the U.S. 220/Future I-99 Planning Area. These additional educational resources provide a variety of options to the community residents.

LICENSED, PRIVATE ACADEMIC SCHOOLS:

School	Enrolled	Location
Bostley's Preschool Learning Center	31	Williamsport
Bostley's Preschool Learning Center	80	Hughesville
Fairfield Private Academic School	35	Montoursville
LCCC's Children's Development Center	700 served	Williamsport
Lycoming Nursery School		Williamsport
Magic Years	70	Williamsport
Miller Training Center	85	Williamsport
Paddington Station	186	South Williamsport
West Branch School		Williamsport

NON-LICENSED, PRIVATE ACADEMIC SCHOOLS:

School	Enrolled	Location	Affiliation
Bishop Neumann High School	198	Williamsport	Roman Catholic
Christian School At Cogan Station	54	Cogan Station	Other Christian

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School	Enrolled	Location	Affiliation
			Denomination
Immaculate Conception School	88	Williamsport	Roman Catholic
Independent Christian Academy	unknown	Montoursville	Baptist
Memorial Baptist Christian School	75	Williamsport	Baptist
Pine Woods Nippenose Valley	unknown	Jersey Shore	Amish
St Ann's Elementary School	161	Williamsport	Roman Catholic
St Boniface School	171	Williamsport	Roman Catholic
St Josephs School	115	Williamsport	Roman Catholic
Valley Bell School	unknown	Montgomery	Amish
Walnut Street Christian School	188	Jersey Shore	Baptist
White Deer Valley School	unknown	Allenwood	Amish
Williamsport Christian School	unknown	Williamsport	Baptist
YMCA Kindergarten	238	Williamsport	Other Christian

Charter Schools and Home Schooling

There are no Charter Schools in the U.S. 220/Future I-99 Planning Area. The Jersey Shore Area School District has 62 home school students and the Williamsport Area School District has 99 home school students.

Facilities for Higher Education

Residents of the U.S. 220/Future I-99 Planning Area who choose to pursue higher education levels have access to a number of excellent facilities within Lycoming County and adjacent counties. The following institutions provide the residents with additional higher education opportunities:

- Bloomsburg University
- Bucknell University
- Lock Haven University
- Lycoming College
- Newport Business Institute
- Pennsylvania College of Technology

Library Facilities

The Jersey Shore Public Library is located in the U.S. 220/Future I-99 Planning Area. It is a member of the Lycoming County Library System. The Lycoming County libraries share a common online catalog, participate in resource sharing, and work together to bring superb library services to the citizens of Lycoming County. Library card holders have access to any of the online resources using their library card barcode number. The members of the Lycoming County Library System (LCLS) run a daily shuttle between all of the public libraries in Lycoming County. You can request and return materials to any of the member facilities by using only one card.

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The Jersey Shore Public Library is located at 110 Oliver Street Jersey Shore, PA 17740 in a former Methodist church. The church was renovated and occupied by the library in October of 2000. The library has retained the beautiful stained glass windows that lets the sun filter through with jewel tones on a comfortable and welcoming reading area. The children's room features a mural with a Penn's Woods theme, with a corner stage for storytelling. The Tiadaughton Room houses the library's genealogy and historical books, many of which are about the local history in this part of the County. Plans are in the works to renovate the basement for a community room.

The library has an expanding collection of children's, audio, and large print books, as well as videos and numerous periodicals. Internet access is available for the public use and access to the POWER library system. Computers in the children's room allow them to use the library's learning software.

Other Libraries of the Lycoming County Library System	
Facility	Location
James V. Brown Library	Williamsport
Dr. W.B. Konkle Memorial Library	Montoursville
Montgomery Public Library	Montgomery
Muncy Public Library	Muncy
Hughesville Public Library	Hughesville

Other Libraries	
Facility	Location
John G. Snowden Memorial Library (Lycoming College)	Williamsport
PA College of Technology Library	Williamsport
Lycoming County Courthouse Law Library	Williamsport
Learning Resources Center (Medical Library Susquehanna Health Systems)	Williamsport

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Municipal Facilities and Services

	Municipal Building	Business Hours	Public Meeting Space Capacity	Automation					Maintenance		Outside Storage	
				Municipal PC	Word Processing	E-Mail	Internet	Accounting / Billing	Web Page	Building		# Bays
Jersey Shore	Y	8 - 4	30	Y	Y	Y	Y	Y	Y	Y	2	Y
Piatt Township	Y	1-7 M,TH 11:30-4:30 T	40	Y	Y					Y	4	Y
Porter Township	Y	8 - 4	15	Y	Y	Y	Y			Y	2	Y
Woodward Township	Y	8-4 M-TH	75	Y	Y	Y	Y	Y		Y	2	Y

Solid Waste Management

Lycoming County Resource Management Services has a 505 acre site situated along U.S. Route 15 which is used for land filling and recycling. The facility primarily serves Lycoming, Columbia, Montour, Northumberland, Snyder, and Union Counties, with a few other counties having small tonnages. The landfill accepts municipal, residual, sewage sludge, infectious, construction / demolition, ash, and asbestos wastes.

The permitted landfill facility of 175.2 acres is 85% in use for active land filling. The site is projected to be in use until August 2011 if filling rates remain on their current trend. Permits allow filling at a rate of 1600 ton/day average with a 2000 ton maximum per day. The current average rate of filling is 1113 tons/day. This rate being less than the maximum is acceptable since it extends the useful life of the landfill.

The Authority is constantly seeking ways to improve its processes, and as a result has been operating a fully integrated recycling system since 1993. The Authority recently received a federal grant to build a 7.6 Million dollar recycling plant that is currently under construction.

The goal of the Authority is to reduce the amount of land filling and gain maximum use of the permitted 175 acre site. To achieve this, the Authority is using the recycling operations to generate revenue, and to slow the filling rate. Also the Authority is operating experimental anaerobic digesters that are being developed by university researchers, with the goal of full implementation, which will extend the useful life of the landfill by reducing the filling rate by 50%. The Authority is already selling approximately 1000 kilowatt hours per day of electrical energy to PPL that is generated by the burning of methane 2 co-generation units. The authority is also in the process of setting up the permits and the pipeline to supply methane gas to the Federal Bureau of Prisons which is located nearby. The new recycling plant will also make use of methane gas for heating the facility.

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The County operates one solid waste transfer station in the City of Williamsport, which is located along Third Street, and it is primarily for the convenience of public.

One of the major concerns for the landfill/recycling facility is to have long term financial assurance to maintain the landfill years after it is filled. The law requires that a landfill be maintained at least 30 years beyond the closing of the site, and this will be a major cost long after revenues being generated through the selling of space have ceased.

Within Lycoming County, a large recycling system is in operation through County government. Jersey Shore offers a curbside recycling pick-up service. Recycling drop off centers for the U.S. 220/Future I-99 Planning Area include the Township Building in Piatt Township, Pennsylvania Avenue in Jersey Shore, and at Fred Hamm Inc., Railroad Street in Jersey Shore.

Stormwater Management Planning (Act 167)

No ACT 167 Stormwater Management Plans have been completed for the watersheds in the U.S. 220/Future I-99 Planning Area. There are also no specific Stormwater Management Ordinances for any of these municipalities. Stormwater management is controlled through Subdivision and Land Development Ordinance provisions.

National Pollutant Discharge Elimination System (NPDES) permit regulations require a degree of stormwater management on some projects. Persons proposing earth disturbance activities which disturb one (1) to less than five (5) acres with a point source discharge to surface waters of the commonwealth, or five (5) or more acres require an NPDES permit. As part of the NPDES permit requirements, a Post Construction Stormwater Management Plan (PCSM) is needed. A PCSM Plan identifying Best Management Practices (BMPs) to be installed, which manage and treat the stormwater discharges to protect water quality after construction, must be prepared and implemented. Such BMPs should be designed to maximize groundwater infiltration, to protect the structural integrity of the stream, and to protect existing and designated uses. The PCSM Plan is designed to manage the stormwater resulting from the 2-year/24-hour storm.

Federal Phase II stormwater regulations established NPDES permit requirements for MS4 discharges from Municipal Separate Storm Sewer Systems (MS4s). Pennsylvania is required to implement these MS4 requirements by December 2002. Based on 1990 census data there are approximately 700 municipalities and other facilities within the Commonwealth that must meet the Phase II permit requirements. Municipalities in this planning area that require an MS4s permit are: Woodward and Piatt Townships.

In general terms, the MS4 permit requirements are to develop, implement and enforce a BMP based Stormwater program with these six elements:

1. Implement a public education program;
2. Include public involvement in decision making;

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3. Eliminate or treat discharges not composed entirely of stormwater;
4. Require erosion and sediment controls for construction activities;
5. Require BMPs to manage post-construction Stormwater for new development and redevelopment; and
6. Require pollution prevention/good housekeeping for municipal operations.

EPA's Phase II regulations allow existing state and local regulatory programs to be used to meet the MS4 requirements. The Department will use a general permit to cover the required program elements in watersheds other than special protection. Pennsylvania will use the Stormwater Management Act ("Act 167") Program as a centerpiece of the MS4 program for Pennsylvania. In general, municipalities that have developed and are implementing an Act 167 Plan developed on a watershed basis that includes the water quality protective measures, including an MS4 module, will be able to meet the EPA MS4 NPDES requirements through the Act 167 process.

Municipalities that are required to obtain an MS4 permit but which have discharges to watersheds without an approved Act 167 Plan that meets the water quality requirements of 25 Pa. Code Section 93.4a, will be encouraged to work with their county to develop a Stormwater plan that meets the requirements of Act 167 and the Phase II MS4 permit. Financial assistance for that effort is authorized under Act 167, and a special MS4 module is available for this purpose. Municipalities that do not want to participate in the Act 167 process will be required to develop a separate municipal plan to meet the MS4 requirements, without the use of state cost-sharing funding under Act 167.

Recreation and Open Space

An updated Lycoming County Recreation, Parks and Open Space Plan is being prepared concurrently with this Plan. This update process includes an Advisory Committee, a public survey, and a public involvement process. Key recreation issues developed for this Planning Area have been provided to the Advisory Committee for inclusion in that plan.

The Lycoming County Recreation, Parks and Open Space Plan contains more information pertaining to recreation and open space. The residents of this Planning Area live in close proximity to a multitude of public and private recreation facilities. Please refer to the Public Recreation Facilities Map for identification and location of public recreation facilities.

Technical Background Studies

No. 6 - Natural and Cultural Resources Profile

Introduction

The U.S. 220/Future I-99 Planning Area is located in the southeastern part of Lycoming County and consists of Jersey Shore Borough and three townships - Porter, Piatt, and Woodward. Covering a little over 21,000 acres, the natural environment is an important asset of the community. The Susquehanna River serves as the southern boundary of the area. The confluences of Pine Creek and Larry's Creek with the Susquehanna River are also in the study area. The northern areas are mountainous; as the terrain approached the Susquehanna River, the mountains become gentler and more rolling, finally leveling out along the river corridor.

The majority of the corridor and the lower mountain slopes have been cleared and in some locations developed, while forest vegetation remains on the mountain slopes and hilltops. As a result of transportation initiatives and growth throughout the Greater Williamsport region, the Planning Area continues to face development pressures and potential impacts on the community's natural resources. The challenge for planners will be to find a balance between protecting these resources and allowing for continued economic growth in the area.

Key Natural and Cultural Resources Issues

- ☑ **Prime Farmland Soil Conservation** - Preserving prime agricultural lands is a priority. Not only does agriculture produce income, it also provides open space and wildlife habitats. Agricultural preservation programs and tax incentives are just two ways of accomplishing this goal.
- ☑ **Steep slope and Ridgetop development** - Steep slopes (15% +or greater) in the Planning Area typically occur along the upper mountain slopes and hilltops in the northern section of the Planning Area. Development in these areas has several negative impacts, including landslide hazards, runoff problems, and degradation of scenic quality. This poses a problem for new growth because available space for new development is greatly reduced.
- ☑ **Groundwater quality** - Protection of groundwater as a main source of drinking water will require sound practices regarding sewage and septic systems. In addition, new development will need to be sensitive to the fact that paving and other surface alterations will impact both the quality and quantity of accessible ground water. Recent droughts also continue to impact groundwater reservoirs.
- ☑ **The surface waters of the Susquehanna River and its tributaries** - These surface waters provide drinking water, recreational opportunities, and wildlife habitat to local residents and visitors. Stormwater management, soil conservation measures, and riparian buffers are key tools for maintaining surface water quality.
- ☑ **Flood Hazards and Mitigation** - Much of the southern part of the Planning Area is located in the floodplains of the Susquehanna River and Pine and Larry's Creeks.

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No. 6 - Natural and Cultural Resources Profile

Accurate delineation and flood plain regulations will help ensure that new development is sensitive to this hazard. Protection of existing development remains a constant challenge.

- ☑ **Wetlands Protection and constraints** - Wetlands are unique communities of soils, plants, and animals, and are both functional (temporary water storage and filtering) and scenic. Federal and state regulations exist for their protection and can pose challenges for developers. Accurate identification of these areas will help to facilitate wetland protection and planning for new development.
- ☑ **Air Quality** – Air quality is very important to the overall quality of life and is generally good in the Planning Area. Identified hazards to air quality include auto emissions and open burning. Methods to minimize their impact will need to be developed.
- ☑ **Scenic Resources** – The natural beauty of the area is one of the County’s greatest assets and is very important not only to the people who live there, but also to those who visit. The 1973 study, *Scenic Resources of Lycoming County* identified many of the scenic vistas in the Planning Area, including the Susquehanna River corridor. New development needs to be sensitive to the intrinsic value of these areas by using design techniques that preserve and enhance the views and scenic beauty of the area.
- ☑ **Cultural Resources** – Cultural and historical resources can be found throughout the area and nearby in the City of Williamsport. These are an integral part of the overall quality of life in the region. A strong sense of community and volunteerism help to promote these resources.

Natural Resources Inventory

The following sections of the plan identify in more detail the natural resources of the Planning Area so they can be incorporated into the final recommendations. This will help ensure that future development in the U.S. 220/Future I-99 Planning Area takes place in an environmentally sensitive manner.

Land Resources

Prime Farmland Soils - The Soil Survey of Lycoming County, Pennsylvania (1986) describes the soils found across the County and utilizes soil associations to describe how soil depth, slope, and drainage affect potential land use. There are approximately 5,200 acres of Prime Farmland soils within the Planning Area – approximately 25 percent of the total acreage. These soils produce the highest yields with minimal additional inputs. The next most productive soils are classified as Soils of Statewide Importance. There are approximately 4,500 acres, or 22 percent of the total acreage, that fall into this classification. Many farmland protection programs use

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No. 6 - Natural and Cultural Resources Profile

soil classifications as criteria for farmland preservation. The following table provides a breakdown of these acres by municipality. (Soil Characteristics Map)

	Prime Farmland Soils	Soils of Statewide Importance
Jersey Shore Borough	1,896	820
Piatt Township	477	105
Porter Township	1,415	1,506
Woodward Township	1,459	2,086

Source: LCPC

On-lot Septic Suitability - As outlined in the Soil Survey, soil type also affects septic tank absorption. Soils are rated according to their absorption capabilities, and range from slight, i.e., few limitations to absorption, to severe, i.e., limitations so extreme that special designs and additional costs are necessary. Virtually all of the Planning Area's soils are classified as severe. While this does not preclude development, the cost of installing adequate on-lot sewage disposable systems is much higher. Without the proper systems, the chances of groundwater contamination due to system failure are much greater. Site-specific analysis for new development is essential to ensure that the proper systems are put in place.

The Pennsylvania Sewage Facilities Act of 1966 as amended is also known as Act 537. It is the primary law controlling individual and community sewage disposal systems. It requires every municipality in the state to prepare and maintain an up-to-date sewage facilities plan. These plans are required to be reviewed and updated as necessary every five years. The status for each municipality in the study area is summarized in the following table. As shown, all of these plans are out of date and should be updated ASAP by law.

Act 537 Sewage Facilities Plan - Current Status

MUNICIPALITY	PLAN APPROVAL DATE	STATUS
Jersey Shore Borough	2/22/1983	Plan Approval Date 1981 - 1986
Piatt Township	1/11/1971	Plan Approval Date 1966 - 1971
Porter Township	1/11/1971	Plan Approval Date 1966 - 1971
Woodward Township	3/8/1971	Plan Updated January 2001

Source: PADEP

Highly Erodible and Hydric Soils - A number of soils are particularly sensitive to disturbance and development. Highly erodible soils are typically found on steep slopes, which are found throughout the Planning Area. These soils are unstable under conditions of disturbance and

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pressure and contribute sediment to surface waters. Many of these soils are already protected from development by steep slope regulations. In addition, existing woodlands also provide protection from erosion.

Hydric soils are those that retain water during a portion of the year and are usually associated with wetlands. As a natural resource, hydric soils provide water storage and filtration that naturally regulates water sources and flows. These soils are susceptible to compaction and uneven settling when developed. These factors will ultimately impact land use decisions. (Soils Characteristics and Environmental Hazard Areas Map)

Carbonate (Karst) Geology - Portions of the Planning Area's landscape are underlain by limestone-based geologic formations that are susceptible to the formation of solution caverns and sinkholes. Also known as karst topography, these areas are considered both hazardous, because of the danger of collapse, and beneficial because they provide unique habitats, mineral sources, and recreational opportunities. These areas are very susceptible to changes in land use and development.

A band of these formations runs in an east-west direction through the Planning Area, roughly parallel to the River. In these areas, detailed, site-specific studies must take place in order to determine foundation conditions for large structures. These areas may also contain water supplies that would allow for new development. However, extreme caution must be used in designing septic systems in these areas due to the fact that the same conditions that allow water to seep into these cavities, also allow seepage of sewage into the groundwater. (Karst Topography Map)

Scenic and Natural Areas - Undisturbed natural areas have inherent scientific, recreational, ecological, and economic value, in addition to providing refuge from an increasingly complex world. A Natural Areas Inventory was completed in 1993 of the special quality and irreplaceable natural areas and habitats that exist in Lycoming County. Over 95 habitat sites were identified and ranked according to "state-wide significance for the protection of biological diversity" (*A Natural Areas Inventory of Lycoming County, Pennsylvania*, 1993). The report also provides numerous recommendations for levels of protection based on their findings. Both Pine Creek and the West Branch of the Susquehanna River are considered to have high local significance.

In 1989, a study team was assembled to develop a management plan for the Pine Creek Valley. As more recreational opportunities become available, e.g., the rail-trail from Jersey Shore Borough, concerns have grown regarding the potential adverse impact of increased use. The Pine Creek Valley Management Plan's purpose is "to assess the impacts of existing and forecasted recreation use, facility development, and growth on the resources of the Pine Creek Valley" and to "attain a consensus between all affected parties regarding management recommendations and responsibilities." The plan was adopted in 1996 by the Pine Creek Council of Governments. While none of the Townships in the Planning Area are members of the Council, actions taken as a result of the plan are destined to impact the section of the creek that flows through Porter Township and Jersey Shore Borough.

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Unique and scenic attributes of the Planning Area worthy of preservation extend beyond the natural environment to include the man-made environment, as well. The historical pattern of development, consisting of towns and villages surrounded by fertile valley farmland and forested hillsides and mountains, provide not only visual uniqueness and beauty, but also a clear sense of community. The 1973 study, *Scenic Resources of Lycoming County* delineates these scenic areas. Both the Allegheny Front and the Susquehanna River Scenic Areas are in the Planning Area. Protecting these views will require a combination of both zoning ordinances and design standards. (Natural Resources Protection Map)

Water Resources

Surface Waters - Surface waters include rivers, streams and ponds that provide aquatic habitat, carry or hold runoff from storms, and provide recreation and scenic opportunities. In addition to the Susquehanna River, Pine Creek, and Larry's Creek, there are numerous other streams and tributaries that flow through the area. (Surface Water Features Map)

Water Quality - The Pennsylvania Chapter 93 Water Quality Standards classify surface waters according to their water quality criteria and protected water uses. Selected bodies of water that exhibit exceptional water quality and other environmental features are referred to as "Special Protection Waters". Land development, sewage treatment and disposal, industrial and municipal waste, mining and quarrying, timber harvesting, stormwater management, and confined feeding operations must follow guidelines found in PADEP's Special Protection Waters Implementation Handbook. Special Protection Waters in the study area are Pine Creek, Stewards Run, Larry's Creek, Pine Run, and Quenshukeny Run. (Surface Water Quality Map)

Various public agencies and organizations are currently working for the protection and restoration of the County's watersheds. The Lycoming County Conservation District is actively involved in both waterway protection and Erosion and Sedimentation Pollution Control programs. The new Clean Water Institute being developed by the Lycoming College Biology Department is very active in the assessment of the water quality in the County. Currently they are working on two projects in the Planning Area – the Pine Creek River Conservation Plan and the West Branch Susquehanna River Conservation Plan. The Susquehanna Chapter of PA Trout Unlimited, The Northcentral Pennsylvania Conservancy, the Susquehanna River Basin Commission (SRBC), and The Alliance for Aquatic Resource Monitoring (ALLARM) are also active in the area.

Stormwater Management - The Pennsylvania Stormwater Management Act, Act 167 of 1978, requires counties to prepare stormwater management plans that provide standards for controlling runoff from new development on a watershed basis. These plans must be prepared in consultation with the affected municipalities. The Pennsylvania Department of Environmental Protection's (PADEP) stormwater management program administers a grant program under Act 167 for counties to prepare watershed plans. A key objective of a stormwater management plan is to coordinate decisions of the watershed municipalities. Once the plans have been approved by the PADEP, they may then be implemented through

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mandatory municipal adoption of ordinance provisions consistent with the plan. Each of the municipalities has these provisions within their subdivision/land development ordinances. There are also specific permit regulations, which also assist in controlling runoff and are discussed in more detail in the Community Facilities and Services Profile.

Wetlands - Wetlands are unique environments that are transitional areas between terrestrial and hydrologic systems. Wetlands help to maintain surface stream flow and groundwater recharge. They moderate stormwater runoff and downstream flood crests because they are natural water storage areas. They also provide important habitat for many species of plant and animal life. The Federal Clean Water Act and similar state and local laws have led to the enforcement of wetland protection. In Pennsylvania, the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection strictly regulate development in wetland areas. Therefore, any development of these areas is subject to both federal and state permitting processes. (Surface Water Features Map)

Groundwater - Historically, groundwater resources have provided an adequate water supply to wells in the region. Average annual rainfall for the Planning Area and the surrounding area has been 40-42 inches per year. This amount has been sufficient to replenish groundwater aquifers and meet water supply demands. However, recent droughts across Pennsylvania have impacted both surface and groundwater resources. As a result, PADEP has issued drought watches and warnings across the state requesting and, in some cases, requiring water conservation. Aside from these drought conditions, monitoring and management of groundwater resources have become more challenging due to increasing numbers of private domestic wells.

Water quality has traditionally been good, however concerns regarding nitrate and coliform contamination from a variety of sources (septic systems, agricultural applications, and illegal dumping) remain a steady issue in areas where on-lot septic and waste disposal predominate. Groundwater pollution is costly to mitigate and can result in the loss of land value; such pollution has already occurred in the County.

Future growth in the Planning Area will require additional water supply from sources that are dependent upon precipitation to infiltrate and recharge the aquifers. Promoting infiltration (groundwater recharge) and protecting well-head source areas will be critical to protecting groundwater supply and quality for the future of the Planning Area. (Groundwater Recharge Areas and Availability Maps)

Floodplains - Floodplain areas perform a number of critical ecologic functions. In addition, since these areas are relatively flat and have good soils, they are also ideal for development. However, natural flooding cycles can cause tremendous damage to man-made structures. Much of Jersey Shore Borough and the areas south of Route 220 are located in the 100-year floodplain of the Susquehanna and its tributaries. Flood hazards and protection from them continue to be a challenging issue for the municipalities of the Planning Area, as development pressures within flood prone areas affect adjacent and downstream properties. At the present time, the Jersey Shore Area is interested in undertaking a Flood Hazard Planning effort to help

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minimize damages that occur during flood events. The Federal Emergency Management Agency (FEMA) has prepared a new set of maps that redefine many of the flood-hazard areas of Lycoming County. The maps were sent to the County in September 2002, and are currently being reviewed. Eventually, the maps will also be used to determine flood insurance rates for floodplain properties. (Surface Water Features Map/Environmental Hazards Map)

The Pennsylvania Floodplain Management Act (Act 166 of 1978) requires municipalities that have been identified as flood-prone to enact floodplain regulations that, at a minimum, meet the requirements of the National Flood Insurance Program (NFIP). The NFIP is a federal program that allows property owners in participating communities to purchase insurance protection against losses from flooding. All of the Planning Area municipalities participate in the NFIP. The Lycoming County Hazard Mitigation Partnership, also known as Project Impact, is a disaster resistance initiative with a mission "to identify risks and take actions which eliminate life threats and reduce financial losses," including flood hazards, for residents of Lycoming County. The Partnership is currently pursuing several flood mitigation projects, including the retrofitting of utilities in the Jersey Shore municipal building to make it flood damage resistant, and evaluating the Police Station and Fire Company buildings for similar actions.

Biological Resources

Vegetation – Approximately 77% of the County is forested. According to the 1986 Soil Survey, these woodland areas consist of stands of second and third growth trees. Over 60% of the forest cover falls into the oak-hickory and associated varieties classification. Maple-beech-birch and associated species are the second most prevalent. Other varieties include cherry, ash, white pine, and hemlock. These areas serve many purposes including watershed protection, wildlife habitat, outdoor recreation, and as a source of income from wood crops. Much of the Planning Area has already been cleared and somewhat developed; however, the area remains rich in biodiversity.

Wildlife - Lycoming County's wildlife reflects both the forested landscape, as well as changes to its vegetative patterns due to human activities. Game species, such as deer, black bear, turkey, grouse, pheasant, and coyote, thrive in forest and forest edge habitats. At present, there are concerns about the increasing size of the deer population. This has prompted the State Game Commission to change hunting regulations as a method of controlling the herds. Non-game species flourish as well, including bobcat, otter, herons, bald eagles, osprey, hawks and owls. Native brook trout inhabit the cold-water streams, while large and small mouth bass and muskies populate the warmer waters.

There are a number of organizations that are currently involved in monitoring and protecting the biological resources throughout Pennsylvania. They include The Department of Conservation and Natural Resources (DCNR), The Bureau of Forestry, The PA Boat and Fish Commission, and the PA Game Commission. Also, The Pennsylvania Natural Diversity Inventory (PNDI), which is a partnership of DCNR, The Nature Conservancy, and the Western Pennsylvania Conservancy, has conducted inventories and collected data to identify and

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describe the Commonwealth's most rare and significant ecological features, both individual species and their habitats.

The Northcentral Pennsylvania Conservancy is another organization that is working to protect the rural nature of the County and the surrounding region. Their mission is to conserve, protect, and utilize lands, landmarks, and waterways of special natural, cultural and historic value for the enjoyment and well being of present and future generations. To date they have protected 13 properties in Lycoming County, totaling over 1200 acres. The Shafer property, located near Linden is in the Planning Area.

Cultural Resources

Archaeological/Historical – At present, there are 36 properties located throughout Lycoming County that are either eligible or listed on the National Register of Historic Places. Two of these are in the Planning Area: The Jersey Shore Historic District was listed in 1975, and a bridge in Porter Township on LR 41017 was listed in 1988. There are also several Century Farms, i.e., farms that have been held by the same family for over 100 years, located in the area. Remnants of the Pennsylvania Canal and other archaeological sites are found here, as well. (Historical Resources Map)

Cultural – In addition to the historical resources mentioned above, numerous cultural activities and resources add to the quality of life in the Planning Area. The Jersey Shore Town Band is a non-profit organization that performs at various functions in and around the borough. Close proximity to Williamsport provides residents with even more cultural opportunities, including theaters and a symphony.

Recreational – The Planning Area is well situated to take advantage of the vast areas of unspoiled lands throughout the County. Hiking, camping, fishing, and hunting continue to become more popular and the economic potential for the County is well recognized. In addition to State Forests and Game Lands, there are three State Parks in the County. Construction of another section of the Pine Creek Rail Trail out of Jersey Shore Borough is now underway. At present, the County is in the process of updating its Parks and Recreation Plan.

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Introduction

Flooding is a natural phenomenon that occurs wherever there are surface waters, i.e., streams, rivers, lakes, etc. Once human activity is introduced to the areas immediately adjacent to a body of water, flooding becomes a hazard. Lycoming County has approximately 2,200 miles of streams that are subject to flooding. In fact, flooding is the number one hazard that the county has to deal with. This section reviews the nature of flooding within the county, provides a brief discussion of past flood events, and details the current status of the county's efforts to mitigate the impact of future flood events.

The Nature of Flood Hazards

There are two basic factors that impact the nature of flood hazards: topography and historic development patterns. The county's topography is very rugged and is traversed by numerous streams. The West Branch of the Susquehanna River flows through the county, and along with its main tributaries – Pine, Larry's, Lycoming, Loyalsock, and Muncy Creeks – drains thousands of square miles of land. Whenever there is excessive rainfall and/or snowmelt, flooding occurs. Over the centuries, the regular flooding of these waters has created areas of relatively flat, fertile land that are ideal for human settlement.

Yet, it is the presence of human settlements that makes flooding a hazard. Damage to buildings, sewage systems, and other elements of the human landscape are frequently the results of flooding. The River's historic role as a major transportation corridor, in addition to the physical nature of the land itself, has meant that much of the area's development has occurred on the floodplains. As a result, each time the river or one of its tributaries flood, there is usually significant damage to homes and businesses. Residents are acutely aware of the problem, as evidenced by the fact that there is approximately \$165,000,000.00 worth of flood insurance coverage in the County at the present time.

Flood Impacts

There have been 48 significant floods of record in the county since 1814. Most notable are the Flood of 1889, Tropical Storm Agnes in 1972, and the winter storm of 1996. After the flood of 1889, the city engineer counted 3,402 residential buildings that had been washed away. More than 8,000 people - nearly a quarter of Williamsport's Citizens at the time - lost all possessions. "Inventory was waterlogged in first-floor businesses downtown. Food stocks were ruined and re-supply was impossible. Starvation and disease became serious worries for hastily formed relief committees. Huge piles of lumber filled the streets and practically every bridge in the county was gone. Roads washed so badly that horse-drawn wagons could not use them. Railroads lost dozens of bridges and many miles of track. The West Branch Division of the Pennsylvania Canal was clogged with debris. Telephone and telegraph lines washed away, cutting off the city from the rest of the world. The city's fledgling electrical generating plant and the natural gas were shut down. Mayor James S. Foresman hired

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50 temporary special policemen to prevent looting and ordered all saloons closed.” (Lycoming County Flood History, Project Impact Website) By all accounts, there were many things that were never the same in the area after that flood.

In June of 1972, Tropical Storm Agnes dumped enough rain in the area to cause the Susquehanna to rise more than a foot above the City of Williamsport’s dikes’ design limits. According to County records, over 2,000 buildings in the city and an additional 4,000+ throughout the rest of the county were within the flooded areas. This resulted in millions of dollars worth of damages.

In the winter of 1996, an unusual combination of factors caused flooding that resulted in more than \$25 million in real-estate property damages; 6 deaths, 88 hospitalizations, and 200 injuries; 1,418 damaged homes, with 674 destroyed or heavily damaged, and 160 businesses damaged, putting 1000 jobs at risk.

Flood Hazard Mitigation

Unfortunately, there is no way to prevent flooding; however, it is possible to minimize the damages that might occur as a result of flooding. Flood hazard mitigation is a top priority for the County. In conjunction with numerous organizations, Lycoming County continues to improve the safety of area residents and businesses through a combination of programs and projects designed to reduce flood damages.

Agencies and Organizations

There are many organizations that are involved in the ongoing flood mitigation efforts in Lycoming County. In addition to the Federal Emergency Management Agency (FEMA) and the Pennsylvania Emergency Management Agency (PEMA), there are two local groups that are critical to these efforts: The County’s Emergency Management Agency and The Lycoming County Hazard Mitigation Partnership, Inc., also known as Project Impact. The US Army Corps of Engineers is also a key player.

FEMA and PEMA

The Federal Emergency Management Agency is an independent agency that reports to the President and is tasked with responding to, planning for, recovering from and mitigating against disaster. FIMA, the Federal Insurance & Mitigation Administration is the division that manages the National Flood Insurance Program (NFIP) and oversees FEMA's mitigation programs. The NFIP consists of three components: flood insurance, floodplain management, and flood hazard mapping. “Flood insurance is designed to provide an alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods. Flood damage is reduced by nearly \$1 billion a year through communities implementing sound floodplain management requirements and property owners purchasing of flood insurance. Additionally, buildings constructed in compliance with NFIP building standards suffer approximately 80 percent less damage annually than those not built in compliance. And, every \$3 paid in flood insurance claims saves \$1 in disaster assistance payments.” In addition, the NFIP identifies and maps the Nation's floodplains, which creates

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broad-based awareness of the flood hazards and provides the data needed for floodplain management programs. (FEMA Website)

The Pennsylvania Emergency Management Agency (PEMA) is charged with supporting county and local government in the areas of civil defense, disaster mitigation and preparedness, and planning, response and recovery from man-made or natural disasters. PEMA manages the Integrated Flood Observation and Warning System, also known as IFLOWS. This is a state-wide system of rain and stream gauges that provide rainfall and stream level data via radio and satellite to the counties, the state Emergency Operations Center, PEMA area offices and the National Weather Service offices in Pennsylvania.

County Organizations

The Lycoming County Emergency Management Agency coordinates and supports several programs, including emergency operations planning for all 52 municipalities, emergency planning assistance to public, private, and government agencies, the Flash Flood Warning Volunteer Program, SKYWARN weather observation volunteer program, and National Weather Service assistance and cooperation. They use a combination of Emergency Operations Plans (EOPs), organizations, local Emergency Management Coordinators, and mutual aid agreements to mobilize all possible resources during an emergency situation.

The Agency maintains communications links with the National Weather Service, PEMA, and all other Counties in Pennsylvania. They are also connected via radio through the Emergency Communications Center to police, fire and ambulance services. The County Emergency Operations Center (EOC) is staffed by 30 – 40 volunteers, depending on the situation, who are responsible for the “dispatch and maintenance of equipment, supplies, and personnel...for efficient and effective response”. (Lycoming County Department of Public Safety – Website)

Project Impact is a disaster resistance initiative with the following mission: “...to identify risks and take actions which eliminate life threats and reduce financial losses by being proactive, measuring success, creating incentives for local communities, educating the public to help themselves, providing and implementing long-term solutions, maintaining the initiative and providing leadership” (Project Impact Website)

The organization is a partnership of local utility providers, the chamber of commerce, civic and non-profit groups, private businesses & industries, financial institutions, school districts, local governments, etc. The first full meeting of the Advisory Board was convened on November 24, 1998. Presently, the Lycoming County Project Impact Membership is nearly 200 individuals and organizations. Their website provides a list of current board members and partners, as well as details on current projects and funding.

Mitigation Projects

The County Flood Warning System, which originally consisted of stream gauges that were monitored by Volunteer Flood Coordinators and now is coordinated with the state IFLOWS program, has been in place since the early 1970's. It has received State and Federal recognition and is used as a model system by flood prone communities throughout the United States. The Williamsport Dike Flood Protection System was originally approved in 1940 and construction soon began: however, work was interrupted by the outbreak of World War II. The system was

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finally completed in 1955, and since then has been improved and extended to provide maximum protection. In fact, a look at FEMA mapping shows that the areas protected by the dike system are only included in the 500 year flood plain, not the 100 year.

Numerous other flood hazard mitigation projects are in progress throughout the County. In addition to the projects listed below, the County is also working in partnership with FEMA and the USGS on a Countywide Digitized Flood Insurance Rate Map (DFIRM) to improve flood hazard mapping for all 52 municipalities. Also, flood hazard mitigation planning is underway for the County and Jersey Shore Borough, and has been completed for the Lower Lycoming Creek Area.

Project Impact is working on the following:

- Acquire and demolish 124 residential properties that have been repeatedly flooded
- Acquire and remove 30 Mobile homes and convert the space to a community park
- Development of a "How to Retrofit" video
- Muncy Flood Mitigation Project – flood damage retrofit of utilities in 42 residences and 3 businesses
- Ralston Flood Hazard Mitigation Project – reduce 100-year flood levels in the village by 3-4 feet.
- Retrofit utilities in Jersey Shore Municipal Building and evaluate need for such in the Police Station and The Fire Co./ Red Cross Shelter
- Development of GIS Vulnerability Analysis Database (VAD)
- Partnership Development and Community Awareness

There are also other projects underway in cooperation with PEMA, FEMA, and the Army Corps of Engineers, which include the following:

- Flood warning system upgrade Phase I, I b and II a
- Montoursville Flood Protection
- Trout Run Stream Stabilization
- McClure's Run Flood Protection
- Heshbon/Hepburnville Phase B

Zoning

As previously mentioned, the NFIP consists of three components: flood insurance, floodplain management, and flood hazard mapping. Currently each of the county's municipalities participate in the NFIP, and flood insurance coverage in the county is valued at over \$165,000,000.00. Floodplain management is accomplished by zoning ordinances. Several municipalities have local ordinances in effect, and the county has made provisions within the county zoning ordinances to satisfy the state and federal requirements for the Federal Flood Insurance Program for those municipalities that do not have a local ordinance.

In most cases, there are three types of Floodplain Districts: the General Floodplain District (FP), the Flood Fringe District (FF), and the Floodway District (FW). These designations apply to those areas subject to the 100-year flood as identified in the Flood Insurance Study (FIS) and/or maps prepared by FEMA. They are usually considered an overlay on existing uses as shown on the official Zoning Ordinances Maps, meaning that existing uses are still permitted, but new development and substantive improvements are subject to specific flood proofing requirements.

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If a conflict exists between existing use and floodplain requirements, the more restrictive floodplain provisions apply.

Generally speaking, new development in the FP and FF Districts is permitted as per the underlying uses as long as they are undertaken in strict compliance with required flood proofing measures and are not located “within the area measured fifty (50) feet landward from the top-of-bank of any water course”. (Lycoming County Zoning Ordinance) Flood proofing measures include, but are not limited to lowest floor regulations, fill specifications, placement of buildings, anchoring of structures, and flooring, walls, and utilities specifications. There are also special requirements for mobile homes and water management.

In the FW Districts, no new development is permitted that would cause an increase in the elevation of the 100-year floodplain, although in some cases it is permitted if “the effects of such on flood heights is fully offset by accompanying stream improvements” (Old Lycoming Township Zoning Ordinance) and all necessary permits have been obtained. In addition, there are several municipalities that prohibit mobile homes within the FW District. It should be noted that there are several additional uses that are permitted in these districts, namely, agricultural uses such as general farming, outdoor plant nurseries, and forestry; recreational uses such as hiking trails and nature preserves (e.g. the Susquehanna Greenway), and temporary uses such as carnivals.

Flood Hazard Mitigation and Economic Development

The 1997 County Comprehensive Plan incorporates the Lycoming County Commissioners Economic Development Strategy. The overriding goal of the strategy is “To implement changes which will improve the local economy and make Lycoming County a better place to live and conduct business.” (County Comprehensive Plan) Flood hazard mitigation plays a critical role by helping to ensure the safety of the County’s residents and businesses.

Since there is no way to prevent flooding, the next best thing is to implement as many measures as possible to minimize the potential damages. As put forth in the county zoning ordinances, “The purpose of these (zoning) provisions is to prevent the loss of property and life, the creation of health and safety hazards, the disruption of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base...” (Lycoming County Zoning Ordinance) By creating a safer environment, it is more likely that existing businesses will stay in the area, and new businesses will choose to locate here, which in turn promotes further economic development.