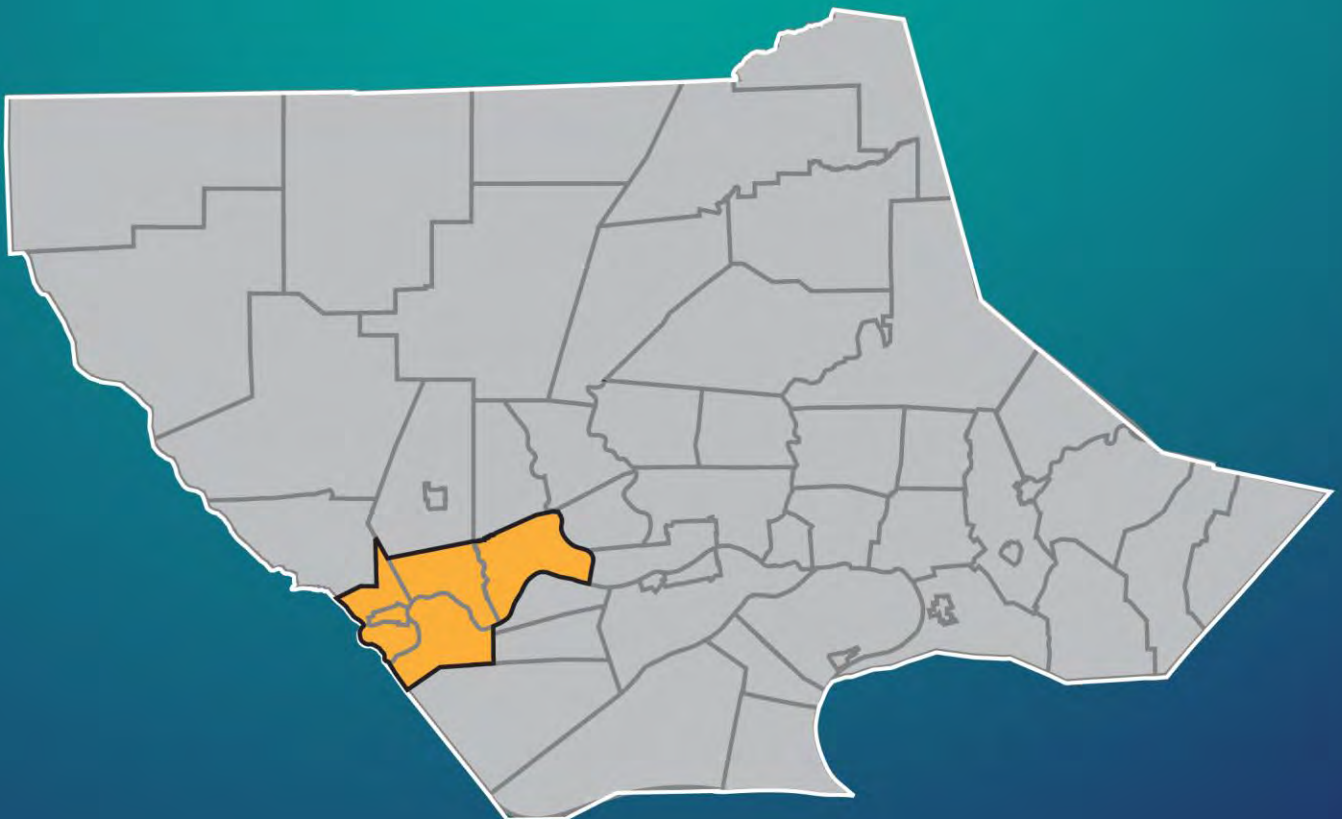




**2017 MULTI-MUNICIPAL
COMPREHENSIVE PLAN REVIEW
AND
IMPLEMENTATION STRATEGY**
220 / I-99 Planning Area
Lycoming County, Pennsylvania



Plan Adoptions

JERSEY SHORE BOROUGH COUNCIL – Adopted September 11, 2017

NIPPENOSE TOWNSHIP BOARD OF SUPERVISORS – Adopted October 10, 2017

PIATT TOWNSHIP BOARD OF SUPERVISORS – Adopted August 8, 2017

PORTER TOWNSHIP BOARD OF SUPERVISORS – Adopted August 8, 2017

WOODWARD TOWNSHIP BOARD OF SUPERVISORS – Adopted August 16, 2017

Note: Please refer to Appendix G for the Adopted Municipal Resolutions

Acknowledgements

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Chapter 1: Plan Overview

Introduction

This 2017 US 220/ 1-99 Planning Area Comprehensive Plan Review and Implementation Strategy has been shaped by the issues currently identified as priorities within this multi-municipal planning area.

THIS 2017 US 220/1-99 COMPREHENSIVE PLAN REVIEW AND IMPLEMENTATION STRATEGY is the culmination of months of planning, information and data gathering, trend analysis, collaboration, deliberation, task coordination, visioning, and prioritization that teamed dozens of public- and private-sector leaders and stakeholders from within and beyond the US 220/ 1-99 Planning Area. Their skill sets, expertise, and institutional and individual insights have resulted in this focused, collaborative blueprint for both growing and preserving quality of life in this area of Lycoming County, Pennsylvania.

Historically, the municipalities within the US-220/Future I-99 multi-municipal planning area were linked by their shared reliance on the West Branch Susquehanna River as a commerce corridor. These communities were linked first by the Pennsylvania Canal, then by rail, and finally by highway. The four

municipalities joined in a multi-municipal planning effort because the major expected shared change predicted in 2005 was the improvement of US Route 220 to become a portion of Interstate 99. In 2005, population within the US 220/I-99 multi-municipal planning area had increased moderately after a 30-year decline, a trend that was projected to continue. The expectation at the time was that improvement of US-220 as a part of the interstate highway system combined with continued population growth would greatly increase pressure for development. The entire corridor from Williamsport west to the county boundary was expected to undergo large-scale conversion from agricultural and other open space uses to suburban residential, industrial, and commercial uses.

An exhaustive comprehensive planning effort for the US 220/1-99 Planning Area was last conducted 10 years ago, and resulted in a multi-municipal plan that was completed and adopted in 2005. During the 2017 review process, the issues, priorities, and key recommendations in the 2005 document were revalidated as a planning baseline for the 2017 update. The 2017 Plan translates the adopted 2005 Plan into a set of achievable goals by providing a succinct implementation strategy to address the current priorities of the US 220/1-99 Planning Area.

A goal without a plan is just a wish.

- Antoine de Saint-

Since adoption of the 2005 US 220/I-99 multi-municipal plan, extension of sewer infrastructure into Nippenose Township has led to an increase in the designated growth area and inclusion of that municipality into the planning process.

Additionally, due to scarcity of funding for such large-scale transportation infrastructure projects, it appears increasingly unlikely that the corridor of US-220

through Woodward Township, Piatt Township, Porter Township, and Jersey Shore Borough would not soon be upgraded to interstate highway standards as Pennsylvania Department of Transportation (PennDOT) current cost estimates indicate that the project would exceed \$ 400 million; however, the project remains included as an illustrative project supported in the Williamsport Area Transportation Study (WATS) Long Range Transportation Plan adopted in 2013. Population within the area has not continued to grow as previously expected;

nevertheless, preparations to accommodate that expected growth supported the location of several developments related to the Marcellus Shale industry within this area. Currently, population within this area is projected to decline slightly.

Prominence of the West Branch Susquehanna River in this multi-municipal planning area has always posed the threat of river flooding. However, since passage of The Biggert-Waters Flood Insurance Reform Act of 2012, flood insurance premiums required for mortgaged properties within areas of defined flood risk have increased dramatically. This has been especially detrimental to the Borough of Jersey Shore, where approximately 40% of properties are within the regulatory floodplain boundary. While effective floodplain management strategies were prioritized in the 2005 plan, urgency to develop flood mitigation efforts and projects is now of prime significance.

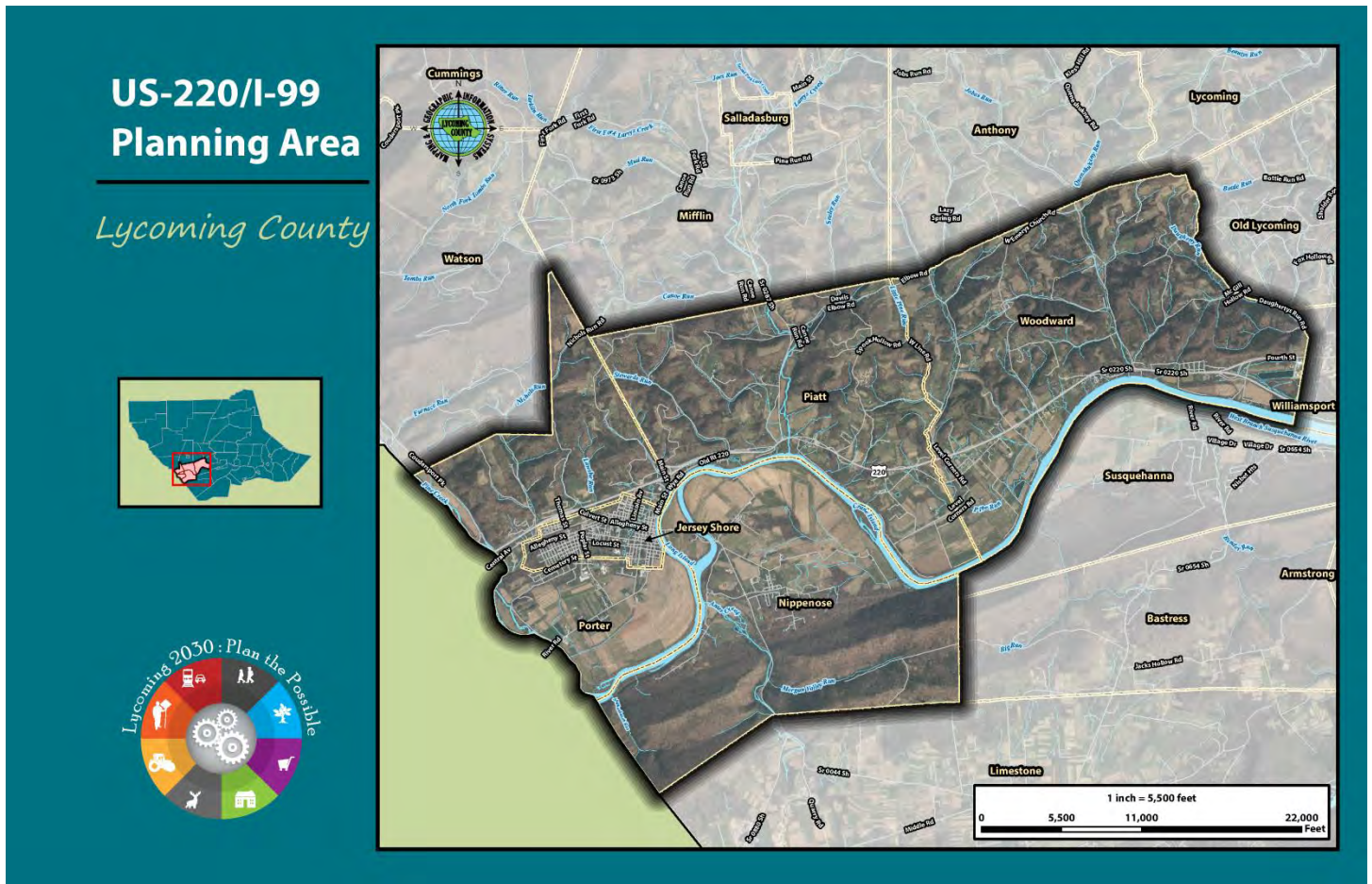
This 2017 US 220/I-99 Comprehensive Plan Review and Implementation Strategy is a living document, intended to capture current desires of communities within the area and provide targeted implementation strategies to achieve their goals. It satisfies the requirement of the Municipalities Planning Code (MPC – Act of 1968, P.L. 805, No. 247 as reenacted and amended) to review the existing, adopted comprehensive plan every decade.

Key features of this 2017 document are the set of well-defined priority issues and key projects that best address those issues.

Municipal governments within the US 220/ 1-99 multi-municipal planning area now include:

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

Figure 1. US 220/ I-99 Map



US 220/Future 1-99 Summary Profile

GEOGRAPHY

Location: Lycoming County, Northcentral Pennsylvania, USA

Total Area: 44.2 square miles or 28,288 acres

Floodplain Area: 10.7 square miles

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

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

POPULATION

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

Table 1. Median Ages, 2014 American Community Survey Estimates

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

Table 2. Population in Each Census, 1960-2010

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

Figure 2. Population Composition by Age, 1960-2010

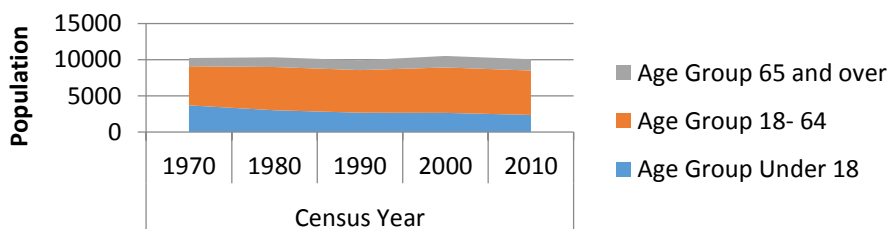
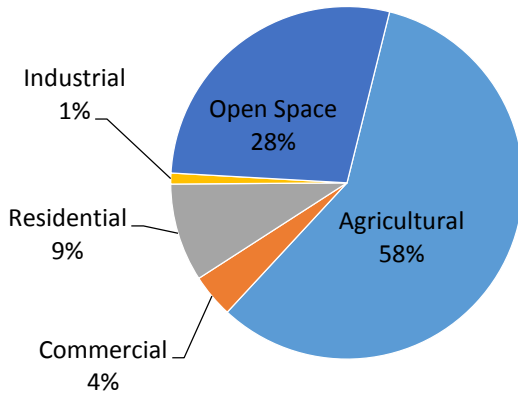


Figure 3. Current zoning as percentage of total area



INFRASTRUCTURE AND FACILITIES

Locally-Owned Roads (PennDOT data): 132 miles

State-Owned Roads (PennDOT data): 59.9 miles

Major Transportation Routes: US-220, PA-44

School Districts: Williamsport Area, Jersey Shore Area

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

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

ECONOMY

Table 3. Median Household Income, 2014 American Community Survey Estimates

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

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

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

Plan Organization

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

This document incorporates a review of the 2005 US 220/I-99 Comprehensive Plan with emphasis on developing implementable strategies to address the current set of prioritized issues. This review is organized into three sections described below:

The Plan Overview section presents background of the US 220/I-99 Planning Area including highlights of its 2005 Comprehensive plan, geography, and demographics.

The Implementation Strategy section identifies ten (10) priority issues. These (10) were determined to be the most important, within the US 220/I-99, out of the top 14 thematic issues commonly identified across all multi-municipal planning areas during the 2015-2017 comprehensive planning process.¹

¹Following each priority issue is the PAT’s “top viable project(s)” and implementation plan, as well as a list of additional projects chosen by the PAT to be highlighted in the plan. The US 220/I-99 Planning Advisory Team (PAT) will continue to meet at least twice a year to evaluate implementation progress. After the top project is completed, the PAT will convene to develop an implementation plan for another project on the list and create a Project Delivery Team (PDT) to begin implementation of that project. The PDT will include those individuals responsible for planning and executing a particular project. The PDT will provide status updates on implementation at each PAT meeting.

The Growth Area and Future Land Use Maps section provides a detailed look at any areas of the multi-municipal US 220/ I-99 for which the PAT has recommended changes in the designated growth area boundaries, future growth area boundaries, and/or future land uses.

The Appendices are the final section of this document and include the following items: Plan Process, Planning Advisory Team Meeting Summaries and Reports, Results of Research and Analysis, Reference Maps, Plan Consistency and Plan References, Acronyms, and Municipal Plan Adoption Resolutions












Photo Credit: Lycoming County

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

¹ See Thematic Issues List at the end of Appendix A

Table 4. Current Priority Issues

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

Chapter 2: Implementation Strategy

This chapter discusses each priority issue identified for the US 220/199 Planning Area, the top viable project of regional significance for each priority issue and the recommended implementation strategies for the project.

Priority Issue #1



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

Back Story Addressing impacts from flooding was a significant issue identified in the 2005 I-99/US 220 Multi-municipal Comprehensive Plan. Future flooding impacts continue to be a priority issue in this planning area, as much of the usable land in this planning area is within the floodplain of the West Branch Susquehanna River and its tributaries, including Lawshee Run.



Photo Credit: Lycoming County

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

The Borough of Jersey Shore, the urban focal point in the planning area and center of business activity and residential development, is especially vulnerable to flooding impacts considering that more than 48% of structures are within the Special Flood Hazard Area (SFHA). Thus, it is important to ensure that infrastructure systems are designed to function properly during future flood events in order to protect life and property within this planning area. Notably, Jersey Shore is a Community Rating System (CRS) community. Through participation

in the CRS Program, Jersey Shore households are eligible, under the National Flood Insurance Program (NFIP), to receive discounts on their NFIP insurance policies. Since 1978, 213 flood insurance claims have been paid in Jersey Shore, amounting to \$ 1,733,936.71.

Priority Issue Overview

Floods are the most common and costly natural catastrophe in the United States. Nationwide, hundreds of floods occur each year, making it one of the most ubiquitous hazards in all 50 states and U.S. territories. According to Munich Re, a global reinsurance firm, the frequency and severity of flooding has become alarming. During 2016, the U.S. experienced a total of 19 separate floods, the most in one single year since records began in 1980. To understand this phenomena, NOAA offers the following: “Perhaps this should not be unexpected, as heavy rainfall events and the ensuing flood risks are increasing due to the fact that (climate change) warming loads the atmosphere with more water vapor; which, over time, increases the potential for extreme rainfall events, which we have experienced more of in recent years.”²

Flooding is the costliest and most common natural disaster in the US, claiming lives, inflicting financial losses on households and businesses, and straining the government agencies that provide flood response and relief. From 1980 to 2013, flooding cost Americans more than \$260 billion in damage; from 2006 to 2015, federal flood insurance claims averaged \$1.9 billion annually. The pattern continued in 2016, with the federal government declaring 36 disasters involving floods or hurricanes.

PEW Charitable Trust, 1 Feb 2017

In Pennsylvania, flooding can occur during any season of the year from a variety of sources. Every two to three years, serious flooding occurs along one or more of Pennsylvania's major rivers or streams, and it is not unusual for a flood disaster to occur several years in succession. Most injuries and deaths from flooding happen when people are swept away by flood currents and most property damage results from inundation by sediment-filled water.

Since flooding generally occurs in the floodplains adjacent to waterways, there is a correlation between the number of waterway miles and the amount of land that is vulnerable to flooding. It is worth noting that Pennsylvania has more stream miles than any other state, and many of its communities are located in floodplains. For waterfront communities, the level of risk constantly changes in response to unpredictable weather patterns and seasonal influences.

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

Key Implications

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

² NCA, 2014

Top Viable Project of Regional Significance for this Issue

LAWSHEE RUN CULVERT REPLACEMENT PROJECT

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



Lawshee Run

HOW PROJECT ADDRESSES THE ISSUE

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

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

- Phase 1 would involve replacement of an 800-foot-long portion of culvert paralleling Allegheny Street with a new precast box culvert with estimated cross-sectional size of 96" x 48".
- Phase 2 would involve replacement of the remaining 400-foot-long portion of culvert north of Allegheny Street with a new precast box culvert of the same cross-sectional size as that installed in Phase 1.

Numerous benefits of completing this project would include:

- Elimination of a structurally deficient culvert that currently poses substantial risks to public safety and threatens damage to public and private property during periods of flooding
- Significantly reduced potential loss of business activity in the event of catastrophic structural failure
- An improved hydraulic opening to reduce floodwaters during larger storm events
- Reduced ongoing maintenance and repairs of the culvert system.

PROJECT LEADERSHIP

Lead Agency – Borough of Jersey Shore

Other Partners – Federal Highway Administration, PennDOT, Federal Emergency Management Agency (FEMA), Pennsylvania Emergency Management Agency (PEMA), County of Lycoming, WATS

STEPS FOR SUCCESS

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

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

FUNDING RESOURCES

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

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

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

Total Project Cost = \$ 4,630,000

Additional Projects, Programs, and Initiatives for this Issue**1. Main Street Removable Floodwall Installation**

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

2. Elevated trail system between Jersey Shore and Williamsport

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

3. Perform Hazard Mitigation Related Projects

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

4. Support Reform of the Flood Insurance Rate Program

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

5. JERSEY SHORE HOSPITAL HELIPAD INSTALLATION PROJECT

This proposed project involves the study, design, and construction of a helipad at the Jersey Shore Hospital complex in the Borough of Jersey Shore. Currently, no other helipad facilities are in western Lycoming County to serve the emergency service response needs of western Lycoming County, especially for transport of critical care patients to Geisinger Medical Center in Danville, PA nearly 60 miles away. This is especially important during community emergencies such as major flooding. Jersey Shore Hospital would serve as

project sponsor. A needs assessment, scope of work, and cost estimate must be developed for funding purposes.

Priority Issue #2

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

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

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

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

This area also includes trails that provide alternative transportation and recreation opportunities. Of particular importance is the trailhead in Jersey Shore Borough, which is the gateway to the world-famous 62-mile-long Pine Creek Rail Trail. However, there is a continuing desire and need to connect these trails to the community, particularly Jersey Shore.

Priority Issue Overview Despite the strong multi-modal transportation network described above, some transportation assets in the planning area suffer from deficiencies that impair mobility and present potential safety risks. Of particular concern are a number of bridges in the US 220/I-99 Planning Area that are structurally deficient or functionally obsolete, and require repair or replacement. More than 80 structurally deficient bridges are throughout Lycoming County, with four of these bridges within this planning area. This issue was identified in the 2005 I-99/US 220 Multi-Municipal Comprehensive Plan, and these bridges are included in the WATS Long Range Transportation Plan, adopted in December 2013.

The following structurally deficient bridges need urgent attention.

BRIDGE LOCATION

Wilson Street over Pfouts Run

Hazel Alley over Pfouts Run

LVRR Bridge over US 220

SR 44 over Lawshee Run

BRIDGE OWNER

Borough of Jersey Shore

Borough of Jersey Shore

(SEDA)-Council of Government (COG) Joint Rail Authority (JRA)

PennDOT

Additional Information

Notably:

- None of the bridges are in imminent danger of failure.
- All of the bridges are inspected regularly to ensure they are safe for public use.
- Lack of sufficient funding has prevented bridge owners from making the necessary improvements.
- Continued delay in addressing structurally deficient bridges may result in bridge closures or weight limits that negatively affect emergency response, access to residents, and lengthy detours that businesses would often have to endure.

Top Viable Project of Regional Significance for this Issue

STRUCTURALLY DEFICIENT BRIDGE IMPROVEMENT INITIATIVE

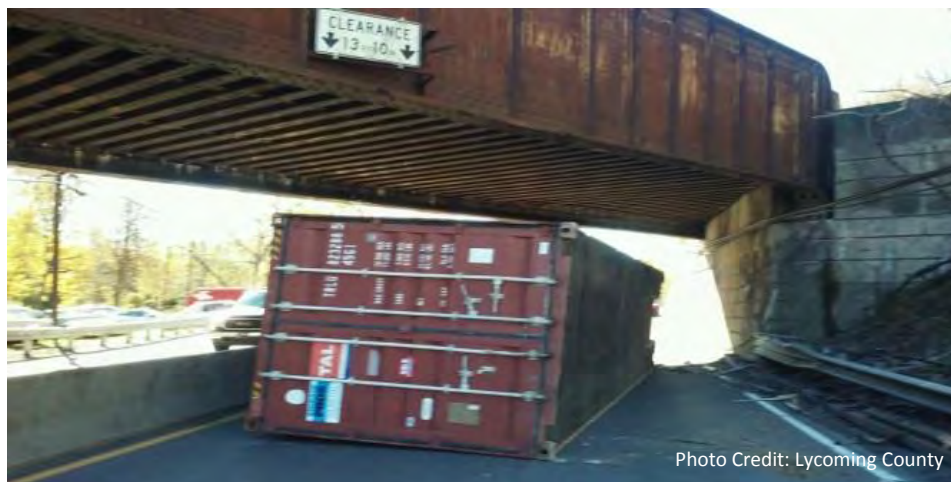
HOW PROJECT ADDRESSES THE ISSUE

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

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

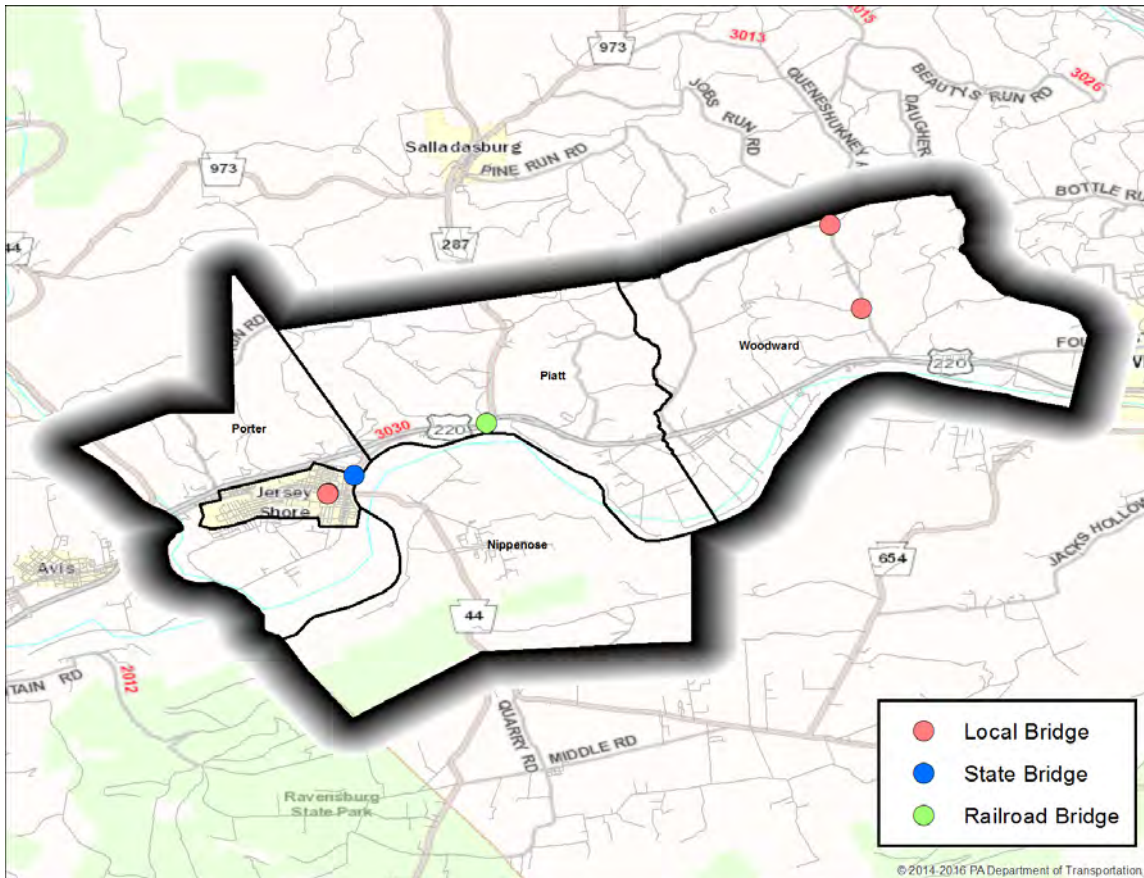
Results of these bridge inspections are documented in bridge inspection reports that identify structural deficiencies and offer recommendations for bridge repair or replacement measures and estimated costs. Bridge inspection reports have been prepared for the four structurally deficient bridges identified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

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



I-99 / US 220 PAT Structurally Deficient Bridges

The County of Lycoming is evaluating development of a local bridge bundling program to address the two locally owned bridges in Jersey Shore Borough, along with other locally owned, structurally deficient bridges identified throughout the County. Undertaking this initiative will help reduce the backlog of structurally deficient bridges more cost effectively by grouping projects concurrently in terms of design, permitting, bidding, and construction rather than undertaking each one separately. Bridge improvements greatly improve public access and safety on both regional and local scales.



In fact, the US 220 LVRR railroad bridge over US 220 in Piatt Township has been struck two times recently by trucks traversing US 220. That bridge has a low under clearance, and a project to raise this bridge in order to provide a larger opening will improve safety of regional heavy hauling truck activity. Similarly, efforts to improve the hydraulic waterway opening at certain other bridges could help reduce bridge infrastructure damages and community flooding impacts; these issues will be assessed during project design.

PROJECT LEADERSHIP

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

Other Partners – WATS, County of Lycoming, Federal Railroad Administration, Federal Highway Administration, Environmental Permitting Agencies (PADEP and U.S. Army Corps of Engineers)

STEPS FOR SUCCESS

Approaches to develop these projects will differ, depending on bridges selected. For example, the PA 44 state-owned bridge must be programmed on the WATS TIP for funding, and will be administered via the normal PennDOT project development process. It may be included in a subsequent round of the PA Rapid Bridge Replacement Program as a state bridge bundling initiative or as a stand-alone project. The LVRR Bridge improvement project would be administered by the SEDA-COG Joint Rail Authority in close coordination with PennDOT; however, a different source of funds outside the WATS TIP process would have to be identified. The two locally owned bridges could either be funded separately on the WATS TIP or included in a Lycoming County local bridge bundling program currently under evaluation by the County. The decision whether to group the projects together or undertake each project separately will largely be determined according to funding availability and timing.

Under a local bridge bundling initiative, the municipality would remain the owner of the new bridge. The following is a list of steps of the bridge bundling approach or TIP, to occur upon establishment of a project delivery team:

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Identify program funding sources and determine which bridges will be bundled	2018	County of Lycoming
2	Hire Engineer	2019	County of Lycoming
3	Advertise Bids	2020	County of Lycoming
4	Final Inspection	2021	County of Lycoming

FUNDING RESOURCES

Currently, funding has not been committed for any of these five bridge projects. Estimated costs of each bridge are as follows:

BRIDGE	IMPROVEMENT TYPE	ESTIMATED COST
Pa 44 Bridge over Lawshee Run	Bridge Rehabilitation	\$ 300,000
LVRR Bridge over US 220	Raise Bridge Underclearance	\$ 500,000
Wilson Street over Pfouts Run	Bridge Replacement	\$ 445,000
Hazel Alley over Pfouts Run	Bridge Rehabilitation	<u>\$ 90,000</u>
Total Estimated Costs		\$ 1,335,000

Potential funding sources for these projects, depending on eligibility, include the WATS TIP, Federal Railroad Administration, and a Lycoming County Local Bridge Bundling Program that may include multiple funding sources (such as Act 89 vehicle registration fees, Act 13 bridge restricted funds, county and municipal liquid fuels funds, PA Infrastructure Bank loans, etc.). Therefore, all project schedules depend on funding availability.

Additional Projects, Programs and Initiatives for this Issue

1. SUPPORT US 220 CORRIDOR ACCESS IMPROVEMENTS

PennDOT is in the preliminary design phase of a project to install access management improvements along the 6-mile portion of the US 220 corridor between Jersey Shore and Williamsport. These improvements entail elimination of left turn and cross movement traffic patterns onto US 220 from secondary roads such as Quenshunkeny Road, Northway Road, and Pine Run Road. Medians, turn lanes, and acceleration and deceleration lanes along with jug handles will be constructed at strategic locations to facilitate safer traffic flow patterns. The number of access points to serve adjacent private development will be consolidated to minimize conflict points. This \$20 million project is funded via the WATS TIP, with construction work anticipated for 2019-2020. Woodward Township is re-evaluating local zoning along this corridor. The Township is considering changes to support mixed use land development that would not generate high traffic. To complement this access management project, the Township desires to avoid land uses that would generate heavy traffic posing additional safety and congestion conflicts. The I-99 PAT supports timely completion of this project.

2. Expand Jersey Shore Streetscape and Traffic Calming Plan

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

3. SUPPORT EVENTUAL COMPLETION OF INTERSTATE 99

The National Highway System Act of 1995 authorizes development of a new interstate in Pennsylvania referred to as I-99. The I-99 corridor was established by Congress to follow the US 220 and US 15 corridors between Bedford, PA at the PA Turnpike and I-86 at Corning, New York. I-99 is largely completed between Bedford north to I-80 near Bellefonte, and along US 15 between Williamsport and Corning. I-99 signage is installed in NY (New York) State and along sections between Bedford and I-80. The major missing link needed to complete I-99 is along the US 220 corridor between I-80 in Clinton County and Williamsport. PennDOT initiated preliminary design studies to upgrade the section from Jersey Shore to Williamsport to four lane limited access highway; however, these studies were suspended by PennDOT in 2004 due to lack of funding to complete design and construction estimated at approximately \$400 million. The project remains an illustrative project in the WATS Long Range Transportation Plan. The I-99 PAT supports resumption of preliminary design studies by PennDOT, with programming of design and construction

funding to complete I-99 for safety and regional economic development reasons at the direction of the Williamsport Metropolitan Planning Organization (MPO).

4. Support Regional Passenger Rail Service Re-Assessment

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



Photo Credit: Lycoming County

Woodward Township T369 Bridge Replacement

Priority Issue #3



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

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

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

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

The entirety of Jersey Shore Borough has public water and sanitary sewer service. The urban portions of Porter Township directly adjacent to the Borough receives both public water and sanitary sewer service; however, Township residents outside the public service area utilize residential on-lot sewage disposal systems and on-lot water supply wells. Public Water is provided by the Jersey Shore Area Joint Water Authority (JSAJWA). The Tiadaghton Valley Municipal Authority (TVMA) provides public sanitary sewer service to the previously cited urban areas. TVMA



Photo Credit: Lycoming County

TVMA Wastewater Treatment Site

has recently completed construction of a sanitary sewage collection system that now serves the Village of Antes Fort in Nippenose Township. Nippenose Township is the host municipality for TVMA's wastewater treatment plant—a state-of-the-art facility that serves the Borough and urban sections of Porter and Nippenose Township. No major problems have been identified with operation of public sewer and water service in any of these three municipalities.

A small area of Piatt Township adjacent to Porter Township and north along PA 287 receives public water service from JSAJWA, with the remaining areas of Piatt Township relying on private wells as potable water sources. No public sewer system serves Piatt Township, so households utilize residential on-lot sewage disposal systems.

Since adoption of the 2005 US 220/I-99 Plan, a major project was completed in Woodward Township involving construction of a sewer line with a series of pump stations to convey wastewater to the Williamsport Sewer Authority's (WSA) West Wastewater Treatment Plant. This public sanitary sewer facility primarily serves the more densely populated areas of Woodward Township, such as the Village of Linden, mobile home parks, and homes and businesses along the US 220 corridor.

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

To regulate proper stormwater management, Pennsylvania Act 167 requires counties to prepare stormwater management plans that specify standards for controlling runoff from new development on a watershed basis. Upon approval of these plans by PADEP, the plans may be implemented through mandatory municipal adoption of ordinance provisions consistent with those plans. Some municipalities do not desire to regulate stormwater, and due to lack of state enforcement, municipal compliance is absent in certain areas.

Priority Issue Overview The 2005 Plan states that natural groundwater in several sections of this Planning Area is not of the highest quality. Although well water is potable, often it is not palatable without treatment. In addition to quality concerns, quantity of water available from private wells has been problematic at several locations within this Planning Area. Moreover, there are identified locations where there is no source of well water available. Unfortunately, some homes have been constructed at locations without sufficient public or private water sources. Moreover, some new wells have been drilled/constructed improperly due to lack of permitting processes, resulting in public safety issues and conflicts with neighbors. These issues occur because Pennsylvania has no regulations governing well development.

Regarding on-lot systems, cases of failed septic systems have been documented, as evidenced in existing Act 537 Plans. These failed on-lot systems have resulted in groundwater and surface water contamination. In addition, nearly all soils within this Planning Area are classified or characterized as having very low absorption rates. According to the 2005 US 220/I-99 Plan, these conditions drive an increase in cost of installing adequate on-lot sewage disposal systems. Updates to these Act 537 Plans can include recommendations to address failed septic systems.

Woodward and Piatt Townships include a portion of the primary growth area for the US 220/I-99 PAT. Woodward Township officials would like to re-zone sections of the Township for mixed use development along the US 220 corridor. Given the potential for development, an evaluation of need for and feasibility of extending public water and sanitary sewer service to meet the needs of these new developments should occur. Following the procedures outlined in the Act 537 process, this study should focus on actions to address or correct:

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

Jersey Shore Borough, Porter Township, and Nippenose Townships have adopted Act 167 Ordinances. According to the 2005 US 220/I-99 Plan, this planning area includes a significant amount of steep slope gradients (equal to or greater than 25%) where stormwater runoff from new development has been an ongoing concern. Also, many single lot developments have no stormwater drainage systems. Therefore, runoff is diverted from driveways, roofs, and other improved surfaces to roadways and other properties, posing safety hazards and often causing property damages.

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

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

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

HOW PROJECT ADDRESSES THE ISSUE

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

PROJECT LEADERSHIP

Lead Agency – Woodward and Piatt Townships

Other Partners – Williamsport Municipal Water Authority (WMWA), WSA, JSAJWA, TVMA, PADEP, County of Lycoming, Williamsport-Lycoming Chamber of Commerce

STEPS FOR SUCCESS

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

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Identify members	2018	*Woodward Township
2	Develop study cost estimate	2018	*Woodward Township
3	Apply for grants and loans	2019	*Woodward Township
4	Complete selection process	2019	* Woodward Township
5	Evaluate Needs/Feasibility	2019-20	* Woodward Township
6	Municipal Adoption	2021	* Woodward Township
7	Secure funding/hire consultant	2022	* Woodward Township
8	Bid and award project	2024	* Woodward Township
9	System Inspection/Activation	2026	* Woodward Township

*If Service Area includes Piatt, jointly undertake above steps with Woodward and Piatt Townships.

FUNDING RESOURCES

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

ORGANIZATION	PROGRAM
Pennsylvania Infrastructure Investment Authority (PENNVEST)	Drinking Water State Revolving Fund
PENNVEST	Clean Water State Revolving Fund
U.S. Department of Agriculture (USDA) Rural Development	Water and Waste Disposal Guaranteed Loan Program
USDA Rural Development	Water and Waste Disposal Planning Grants
Economic Development Administration	Public Works and Development Facilities Grant Program
National Rural Water Association	Revolving Loan Fund
Rural Community Assistance Partnership	Communities Unlimited Water/Wastewater Loans
CoBank	Rural Water and Wastewater Lending Program
PA Industrial Development Authority	Low Interest Loans and Lines of Credit Programs
Commonwealth Financing Authority	Various Programs
Appalachian Regional Commission	Area Development Fund

PA Public Utility Commission	Act 13 Impact Fee
PA Department of Community and Economic Development (DCED)	Business in Our Sites Program (BIOS)
Governor’s Office of the Budget	Redevelopment Assistance Capital Program (RACP)

Additional Projects, Programs and Initiatives for this Issue

1. STORMWATER DISCHARGE MANAGEMENT PLAN

Both the 2005 US 220/I-99 Comprehensive Plan and the 2017 Plan update recognize the need to control stormwater runoff, especially from new development. Lycoming County PCD has no record of either Piatt or Woodward Township adopting an Act 167-compliant Stormwater Management Plan. This effort would involve working with these two municipalities to develop such a plan. This effort would also include a review of the effectiveness of existing stormwater management plans in Jersey Shore Borough, and Porter and Nippenose Townships, and introduction of amendments or updates where deemed necessary. A plan scope of work, cost estimate, and schedule would be developed for funding purposes. Woodward and Piatt Townships would serve as plan sponsor and retain qualified consultants, as needed, to assist in development of the stormwater management plans. County PCD can provide technical assistance and advice upon request of the municipalities.

2. DEVELOP WELLHEAD / SOURCE WATER PROTECTION PROGRAM

This initiative would involve municipalities working closely with PADEP to undertake a comprehensive assessment of the susceptibility of this Planning Area’s public water system sources to potential sources of contamination. These assessments should be conducted in accordance with the PA Source Water Assessment Program and the Safe Drinking Water Act. Development of a well head protection program is essential for assessing groundwater



Photo Credit: Lycoming County

Jersey Shore Area Joint Water Authority Building

sources serving public water systems. Such assessments can educate the public and promote development of local voluntary source water protection strategies. Planning Area municipalities interested in pursuing such a program should start by contacting PADEP and County PCD to help develop a scope, cost, and schedule for the assessments, and determine lead sponsors and next steps.

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

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

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

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

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

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

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

Importantly, no typical user of heroin is evident. Heroin addiction frequently starts as an opioid addiction. It is cheap and accessible. Heroin addiction brings an increase in crime and is not easy to beat. However, treatment programs can help.

In Lycoming County, the West Branch Drug and Alcohol Commission serves as the Single County Authority (SCA). It has been operating since 1974 as a private, non-profit human service agency for helping people find their way to recovery. The Commission is responsible for facilitating provision of a comprehensive and balanced continuum of care of quality substance abuse prevention, intervention, and treatment services for Lycoming and Clinton County residents. The Commission seeks to reduce addiction, alleviate its effect, and ultimately eliminate abuse and misuse of alcohol, tobacco, and other drugs.

Priority Issue Overview Heroin is rapidly becoming an epidemic throughout Lycoming County; moreover, heroin and opioid abuse crosses all socioeconomic groups, all ages, and all races. This issue is not only a health concern but also affects community and economic development throughout the GWA PAT. Not only does the heroin epidemic taint the image of the community to outside investors, but there are significant workforce concerns as well. In a 2016 Focus Group session with county manufacturers and business owners, they reported that in some industries, only about 30-40% of qualified candidates for jobs pass the drug tests. It is becoming increasingly more difficult to find the qualified workforce to do the jobs needed because of this epidemic. This hinders growth and expansion opportunities, as well as sustainability of some businesses to remain here. Furthermore, the problem is causing additional stresses on EMS service delivery and social service programs in just about every community.

Lycoming County is experiencing the same epidemic as all of rural PA, PA as a whole, and even the United States. According to Lycoming County District Attorney Eric R. Linhardt, in 2012 the heroin epidemic that was devastating Pennsylvania began to impact Lycoming County. Typically, 50-60 heroin overdoses occur in Lycoming County every month; most of these victims survive. However, the death toll in the County has risen from eight in 2012 to 35 in 2016—a 338% increase over a three-year period.

A public survey in 2016 as part of the comprehensive planning process established the level of angst and concern by the public regarding the drug problem and crime that accompanies that issue. Conducted in an online format, as well as in-person interviews at public events, the survey captured responses of more than 1,000 local citizens. The respondents were asked to choose up to five areas where they would most like to invest public resources. Crime and drugs was the second most frequently selected response, garnering more than 70% of all respondents from of a list of 12 potential investment areas.

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

To address this staggering issue, GWA PAT members considered a number of potential approaches:

- **REHABILITATE** – Support provision of treatment, rehabilitation, education, and counseling to prevent addition and assist recovery.

- **EDUCATE** – Reach students at a young age to impress upon them the dangers before possible drug use begins.
- **PROTECT** – Continue to evaluate need for a paid police department.
- **ENGAGE** – Promote volunteerism among all populations and young people in particular through use of social media and applications, such as the currently popular Pokemon Go app.

Notably, several methadone treatment clinics are within the GWA, including the City of Williamsport and Old Lycoming Township.

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

Moreover, the heroin and opioid plight is ubiquitous. It is attacking every municipality in the GWA Planning Area regardless of income or educational level of residents. Too many families in these six municipalities have been devastated by the human toll from heroin and opioid addiction. Especially upsetting is when this issue hits their children. All too often, drug-related overdoses have been listed as cause of death.

This has a ripple affect all through the criminal justice system from high probation and parole caseloads to overcrowding in the County prison and clogged court schedules. The Lycoming County Criminal Justice System has worked hard over the last half decade to address and overcome the overcrowding issues in the County Prison. The male overcrowding issue has been on a successful downward trend; however, the female population continues to increase, and overcrowding conditions persist. The county budget has been significantly affected by the heroin epidemic due to multi-faceted criminal justice system cost increases stemming from recidivism with multiple periods of incarceration;; tie-up of the court schedule; additional work for the Adult Probation Officer (APO), the district attorney, and the public defender's office; and; and additional community resources needed for families and children of defendants.

The heroin epidemic is also affecting various departments of Lycoming County, resulting in increased expenses and therefore increased budgets. As this occurs, budget increases in some departments have induced unexpected/negative impacts on other departments. The ripple effect of these budget reductions is to limit or substantially reduce opportunities to implement new priority projects. Moreover, some of these budget decreases have hampered departments in providing their current levels of public service.

The bottom line is that the County Commissioners and staff have had to face the vexing challenge of finding a way to provide balanced resources to all departments and not just those departments directly impacted by the heroin epidemic.

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

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

Support County Re-entry Programing

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

Support Law Enforcement and Public Education Programs

- Continue to provide financial and staff support for other educational awareness programs, in the community and in the schools.
- Encourage community and parents to educate themselves on prescription drug abuse and overdose while maintaining effective pain management Improve —education in best and safest prescription and pain management practices.
- Encourage municipality's law enforcement agencies to work closely with West Branch Drug and Alcohol and the criminal justice system to understand and adopt effective intervention efforts—police-assisted referrals to treatment models.
- Support municipality first responder and law enforcement naloxone projects.

Support Drug and Alcohol Treatment Programs

- Work to support the West Branch Drug and Alcohol Commission prevention, intervention, treatment, and recovery programs.
- Support Friends and Family Naloxone Project.
- Support the Williamsport Family Practice Center in Old Lycoming Township, which is a Methadone Treatment Clinic.

FUNDING RESOURCES

- Lycoming County Government – staff and financial resources to be determined (TBD)
- Federal and State Grants

Priority Issue #5



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

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

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

Priority Issue Overview The 2005 US 220/I-99 Comprehensive Plan promoted investments in a better-educated workforce where public school districts, institutions of higher learning, and workforce training centers would provide the necessary tools to produce skilled workers prepared to perform better paying jobs. The 2005 plan recognized that existing local public school districts and colleges, such as Penn College of Technology, Lycoming College, and Lock Haven University, offer quality curriculum and workforce training programs that can be leveraged as part of a comprehensive workforce development strategy.

A diverse economy wherein job opportunities are provided over many different sectors is superior to reliance on a single employment sector vulnerable to major loss of jobs and local economic stagnation during cyclical downturns. The recent Marcellus Shale gas exploration activity underscores the importance of maintaining a diversified job base. Gas development activity soared, but then declined while many other sectors of the local economy did not undergo the sudden drop-offs that occurred within the gas drilling industry. Future forecasts for resurgence of gas drilling in the County look promising.

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

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

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



Top Viable Project of Regional Significance for this Issue

LEVEL CORNERS INFRASTRUCTURE SUPPORT INITIATIVE

2005 US 220/I-99 Plan recommended that the County and municipalities collaborate with the Williamsport/Lycoming Chamber of Commerce and Industrial Properties Corporation to promote rail services as a potential asset for new business development, given the quality rail service currently available. That 2005 Plan also requested that municipalities support the County’s efforts to identify viable land, develop rail-served industrial sites, and promote rail freight to new and existing businesses.



Photo Credit:
Lycoming County

Level Corners Area

For this planning area, the most optimal location for major new industrial development is within the Level Corners Area along the municipal boundary between Woodward and Piatt Townships just south of the US 220 Corridor and immediately north of the LVRR tracks. Benefits of this location rendering it particularly attractive include:

- Easily served by rail
- Not located in the floodplain
- Absent of other topographical challenges such as steep grades that may affect viability and cost effectiveness of providing rail service to the site.
- To properly develop this area for new industry, underlying land use must be reviewed and adjusted as needed via the zoning map amendment process. In addition, a comprehensive assessment of needs for infrastructure support must occur that should examine:
 - Feasibility and cost of providing public sanitary sewer and water service
 - Safe and efficient local highway ingress and egress to the US 220 Corridor
 - Internal site access roads and public transit service
 - Provisions for electric, natural gas, and telecommunications utilities
 - Locations for potential rail sidings.

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

HOW PROJECT ADDRESSES THE ISSUE

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

PROJECT LEADERSHIP

Lead Agency – Woodward and Piatt Township Supervisors

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

STEPS FOR SUCCESS

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

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Identify members	2018	Woodward / Piatt Twp.
2	Develop scope and cost	2019	Woodward / Piatt Twp.
3	Apply for grants and loans	2019	Woodward/Piatt Twp.
4	Complete selection process	2019	Woodward/Piatt Twp.
5	Evaluate need/feasibility/cost	2019-2021	Woodward/Piatt Twp.
6	Municipal adoption	2021	Woodward/ Piatt
7	Secure funding/hire consultant	2022	Woodward/ Piatt
8	Bid and award project	2023	Woodward/ Piatt Twp.
9	Tenant occupancy	2025	Woodward Twp.

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

FUNDING RESOURCES

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

ORGANIZATION

PROGRAM

PENNVEST

Drinking Water State Revolving Fund

PENNVEST

Clean Water State Revolving Fund

USDA Rural Development

Water and Waste Disposal Guaranteed Loan Program

USDA Rural Development

Water and Waste Disposal Planning Grants

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

Additional Projects, Programs, and Initiatives for this Issue

1. COMMUNITY REVITALIZATION PROGRAM

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

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

The County’s Brownfields Program is an excellent ongoing mechanism that US 220/I-99 Planning Area municipalities can apply to identify candidate sites for re-use and redevelopment. Full utilization of that

program should continue, especially regarding sites with potential environmental issues or concerns that may preclude or delay new investment.

2. WORKFORCE EDUCATION AND TRAINING PROGRAM

This initiative would involve active community outreach, and collaboration and engagement with public schools and institutions of higher learning such as Penn College of Technology, Lycoming College, and Lock Haven University. These institutions must continue to evaluate and expand courses and vo-tech training programs designed to convey to students essential knowledge and skills enabling them to obtain area jobs with family-sustaining wages. This strategy

can lead to economic stabilization within our communities and reverse the “brain drain” pattern whereby young adults depart local areas for destinations that offer better paying jobs



Pennsylvania College of Technology Workforce Education

3. PORTER TOWNSHIP INDUSTRIAL PARK INFRASTRUCTURE NEEDS

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

- Current sewer and water service
- Needs for increased capacity/treatment
- Safe and efficient local road access through residential areas to US 220
- Public transit service
- Electric and gas utilities
- Telecommunications technology advancements, including broadband
- Other infrastructure support that may be identified.

A strategic action plan will be developed to catalogue information necessary for successful pursuit of grants and low-interest loan funding programs that will support timely implementation of improvements to infrastructure documented as needed.

4. SPLIT-RATE REAL ESTATE TAX EVALUATION

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

- Encourage infill development patterns within communities
- Incentivize more density

- Help stimulate new economic investment
- Reverse the trend of property owners/developers sitting on vacant land parcels that host little activity
- Promote downtown revitalization and reduce (or eliminate) blight.

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

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

Back Story In Pennsylvania, smaller municipalities rely heavily on volunteers to provide services to their citizens and to serve on appointed boards. Volunteers perform a variety of essential community functions, including local fire and Emergency Medical Services (EMS), and assistance to municipalities via service on boards such as municipal planning commissions, zoning hearing boards, and municipal authorities. However, volunteerism and civic engagement, particularly among young people, have declined since at least the 1980s. As cited in Issue #1, since 1985, the number of fire and EMS volunteers statewide has declined from 152,000 to 70,000. At the local level, municipal officials have recognized this in their municipalities—in fact, one municipality even reported that it could not man an EMS unit at all times.

Priority Issue Overview Local appointed boards are filled mostly with older citizens (many in their late 50s and older, according to municipal secretaries within PATs). While this may not have been a major problem in the past, the issue is becoming more apparent as technology divides the population. The solution is to attract, communicate with, engage, and retain young men and women to serve as volunteers on boards with aging memberships.

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

- They had not fully comprehended roles and responsibilities of local government (before the focus group meeting).
- They believed that the single greatest way to make a difference in their communities would be to participate actively in local government.
- They wanted the older generations to know that they were ready to step up into leadership positions in government and in the community.
- They were confident in their ability and interest in doing so.
- They felt that older generations do not realize how they feel.

Trends According to a report published by the Pew Research Center in 2016, newspaper circulation had declined during 10 of the previous 12 yearsⁱ. The Pew Research Center found in 2015 that 61% of millennials (those born between 1981 and 1996) reported reception of political news primarily via Facebook during a given week. In comparison, 60% of internet using Baby Boomers (those born between 1946 and 1964) reported reception of political news primarily through local TVⁱⁱ. So while municipalities generally communicate through newspapers, the public is not buying as many newspapers, resulting in a growing communication gap between government and the public.

This issue was identified to a limited extent in the 2005 US 220/I-99 Plan, which indicated that a common objective was to increase participation by the younger generation in decision-making processes. Specifically, educational institutions should provide opportunities for student involvement in local government decision-making processes. The 2005 Plan also noted concern with declining numbers of volunteers to adequately staff local fire companies, including the Citizens Hose Company and Independent Hose Company of Jersey Shore Borough, and the Woodward Township Volunteer Fire Company. Cited issues that contribute to the trend of declining volunteerism include:

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

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

As means of communication change, citizens not inclined to use traditional means may become less informed about important local decisions, and may miss the opportunity to voice their concerns and participate in government decision-making until after implementation of a program or project. Yet, evidence indicates that youth want to be actively engaged. As stated at the Youth Focus Group, youth want to be informed, present, and involved in decision-making processes with local government and educational institutions.

While the structure of local government in Pennsylvania presents some challenges to provision of services, it also includes the key benefit of allowing citizens to directly participate in local government decision-making via service on boards, and voicing their concerns directly to government representatives. However, if local governments are not effectively communicating with their citizens, and civic engagement continues to decline, these benefits will rapidly diminish. Local government officials must find solutions to these problems so that local government remains relevant during the 21st Century.

Top Viable Project of Regional Significance for this Issue**CREATE A PUBLIC AND YOUTH ENGAGEMENT COMMITTEE**

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

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

The committee should also research other tools for civic engagement.

HOW PROJECT ADDRESSES THE ISSUE

While the Public and Youth Engagement Committee should examine multiple ideas for engaging the public and youth in local government, the committee could start examining the following two strategies:

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

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

Below is a list of boards within this Planning Area that could incorporate youth members as either full members or advisors to the board.

Table 5. Planning Area Boards that Incorporate Youth Members

JERSEY SHORE BOROUGH	WOODWARD TWP.	PIATT TOWNSHIP	PORTER TWP	NIPPENOSE TWP.
Borough Council	Board of Supervisors	Board of Supervisors	Board of Supervisors	Board of Supervisors
Planning Commission	Planning Commission	Planning Commission	Planning Commission	Planning commission
Zoning Hearing Board	Zoning Hearing Board		Zoning Hearing Board	Zoning Hearing Board
Jersey Shore Historical Society				Fort Antes Museum
Recreation Committee				Recreation Committee
JS area chamber				Historical Days Committee

The City of Lacey, Washington has implemented a program that allows for high school students to act as full-voting member of their Board of Park Commissioners, the Lacey Historical Commission, and the Lacey Library Board.

As an example, Lacey, Washington high school students who wish to serve as full-voting member of their Board of Park Commissioners, the Lacey Historical Commission, and the Lacey Library Boardⁱⁱⁱ must meet the following criteria: 16 years of age by September 1st of the respective term year, a resident of the City of Lacey or the Lacey Urban Growth Area, attend a school (public, private or homeschool) within the North Thurston School District, and be able to attend monthly board meetings, occasional joint planning sessions, and appropriate preparation time. Upon election, the Youth Commissioner is given equal powers to standard Commissioners, except for counting towards a quorum. Students may serve two consecutive 1-year terms on a given board or run for a separate commission position in the second year. This program has been seen as a success in Lacey. The Board of Park Commissioners has seen a Youth Commissioner serve as the Vice-Chair of the Board since 2015. Exit statements by three of the most recent

“retired” Youth Commissioners have indicated the program has helped prepare them for college.

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

- *Inform* the citizens about new services and programs, upcoming events in the community, or temporary service disruptions.

- *Consult* with the public to gather information or opinions from citizens.
- *Collaborate* with the public to identify alternatives and creative ideas to address community-wide concerns.

Specific protocols should be developed so that municipalities will know how best to communicate with the public to achieve maximum results. One specific area which the committee should focus on would be the expanded use of social media to engage the public.

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

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

PROJECT LEADERSHIP

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

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



Photo Credit: Lycoming County

Lycoming County Comp Plan Youth Day Participants

STEPS FOR SUCCESS

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

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Form Public and Youth Engagement Committee to identify methods for engaging public in local government	September 2018	PCD Staff – Lead Municipal Officials
2	Identify and pursue potential funding streams	November 2018 – January 2019	PCD Staff
3	Develop Youth Ambassador’s Program -- Start with PCD School Outreach	September 2018 – January 2019	Public and Youth Engagement Committee
4	Develop Public Engagement & Social Media Outreach Guidelines	January 2019 – March 2019	Public and Youth Engagement Committee
5	Research and develop additional civic engagement tools	Ongoing	Public and Youth Engagement Committee
6	Begin Implementation of agreed upon solutions	Ongoing	Public and Youth Engagement Committee

FUNDING RESOURCES

To be pursued in November 2017-January 2018 timeframe.

Priority Issue #7



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

Back Story The 2005 Comprehensive Plan emphasized developing and promoting additional outdoor recreation facilities throughout the US 220/I-99 Planning Area. Since that time, significant progress has been evident as local officials have expanded recreational facilities and opportunities. For example, the 1.5-mile Pine Creek Rail Trail Extension from the existing southern trail head along Railroad Street to its terminus at the Seminary Street/PA 44



Photo Credit: Lycoming County

Rail Trail Public Facilities

intersection, completed in 2012, provides safe and efficient access to both the downtown and uptown residential sections of Jersey Shore Borough and the downtown business district.



Photo Credit: Lycoming County

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

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

Priority Issue Overview Building on recent major accomplishments, this Planning Area has the tremendous potential for expanded recreational facilities to improve access to resources such as forests, game lands, and waterways. Currently, most existing recreation opportunities along the river are privately owned, which restricts public access for recreational activities such as fishing and kayaking. Moreover, numbers of public recreational parks and support facilities such as community playgrounds are limited within developed areas of Jersey Shore and surrounding municipalities in this Planning Area. Finally, significant acreage of state forest and

game lands, especially within the Pine Creek Valley, could host expanded hunting, fishing, and camping activities.

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

- Improved quality of life
- Increased exercise
- Additional transportation options (e.g., trails)
- Educational opportunities
- Economic growth.

However, planning and implementing additional access to these areas should not involve over-promotion of such resources. It is critical to maintain balance among fragile environmental conditions, general lack of public facilities, and services to support significant usage.

In addition, the outdoor recreational assets of this planning area is one of the greatest comprehensive advantages and assets to capitalize on. It is and should be considered one of the planning area's biggest economic drivers.



Photo Credit: Lycoming County

Pine-Creek Railtrail looking toward Jersey Shore entrance

Top Viable Project of Regional Significance for this Issue

WESTERN LYCOMING COUNTY MARKETING INITIATIVE

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

HOW PROJECT ADDRESSES THE ISSUE

The 2005 Comprehensive Plan identified a strategic action to “market recreation facilities and their services in ways that attract new users.” The plan noted that many recreational facilities throughout Lycoming County, including this Planning Area, are under-utilized. Significantly, this Planning Area is widely recognized as the eastern gateway to the 12-County PA Wilds and Lumber Heritage Region, which generates approximately \$ 1.7 billion in annual tourism visitor revenue.

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

PROJECT LEADERSHIP

Lead Agency – County of Lycoming

Other Partners – PA Wilds, Lycoming County Tourist Promotion Agency, Jersey Shore Chamber of Commerce, Susquehanna Greenway Partnership, Jersey Shore Borough, Piatt Township, Porter Township, Woodward Township, Nippenose Township, PA Department of Conservation and Natural Resources (DCNR), PA DCED, Pine Creek Council of Governments, Northcentral PA Conservancy, PA Fish and Boat Commission, and PA Game Commission.



Photo Credit: Jersey Shore Borough
Outdoor enthusiasts prepare for the 100-mile Pine Creek Challenge Footrace



Photo Credit: Jersey Shore Borough
Kayakers walking to new boat launch



STEPS FOR SUCCESS

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

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Form Project Delivery Team Identify members	2018	Lycoming County
2	Define Market Plan/Approach Develop scope and budget	2019	Lycoming County
3	Explore Funding Assistance Apply for eligible grants	2019	Lycoming County
4	Develop Marketing Plan Identify outreach strategies	2020-2021	Lycoming County
5	Implement Marketing Plan Establish partnerships	2022-Ongoing	TBD

FUNDING RESOURCES

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

ORGANIZATION	PROGRAM
PA DCED	Greenways, Trails, and Recreation Program Funds
PA DCNR	Growing Greener Program
PA Public Utilities Commission (PUC)	Act 13 Legacy Program
Lycoming County Tourist Promotion Agency (TPA)	Hotel Tax
PA Wilds	Center for Entrepreneurship

Additional Projects, Programs, and Initiatives for this Issue

1. BALD EAGLE RIDGE TRAIL

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

within the Jersey Shore area so that PAT communities can have convenient access to a major trail system and can enjoy tourism and other economic development and health wellness benefits.

2. PINE CREEK RAIL/TRAIL GATEWAY ENHANCEMENTS

In 2005, the PA DCNR completed construction of the southern trailhead for the Pine Creek Trail that included an extensive public parking lot and easy access from Railroad Street with connections via Thomas Street to US 220. As part of the overall project, the Lycoming County Visitors Bureau installed an old railroad caboose on site where trail users could easily access tourist information regarding the trail and surrounding tourism-related

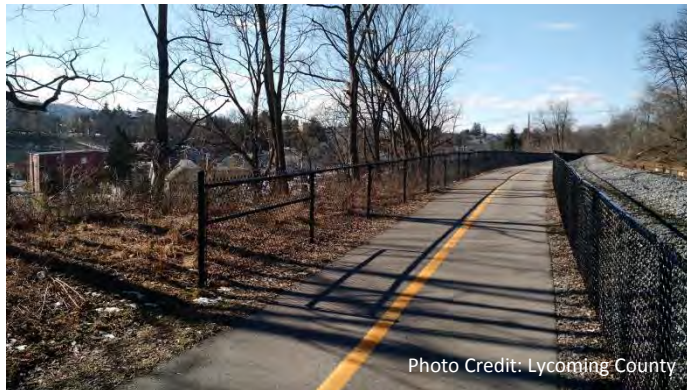


Photo Credit: Lycoming County

Pine Creek Rail Trail Connector

amenities in the region; although this facility had to be shut down, primarily because of repeated vandalism, the Jersey Shore Historical Society will reopen the caboose this spring to provide tourist brochures and related information. This initiative would allow re-examination of opportunities to better establish this location as a major trail gateway to the Jersey Shore area, would include improved wayfinding signage to the trail from major routes such as US 220 along with tourist promotion information, would enhance experiences of Pine Creek Trail users, and would better integrate with the local community.

3. Genessee-Susquehanna Greenway

The Susquehanna Greenway Partnership, working in coordination with the Genessee River Wilds organization in NY State along with Lycoming County and numerous other stakeholder organizations, has developed a vision to complete a 400-mile-long major regional trail system spanning three states (NY, PA, Maryland [MD]) from Rochester, NY to the Chesapeake Bay, MD—referred to as the Genessee-Susquehanna Greenway. A major portion of this new greenway includes the Pine Creek Rail Trail in Tioga-Lycoming Counties and the Susquehanna Riverwalk in Williamsport. The County has conducted a feasibility study of establishing a trail connection between the Riverwalk and the Pine Creek Trail that would traverse PAT municipalities Woodward, Piatt, Porter Townships, and Jersey Shore Borough. The County has secured DCNR funding to undertake design of the first phase of this trail between the Riverwalk and Susquehanna State Park; however, funding for the remaining trail connections to Jersey Shore must be secured. The role of PAT municipalities would be to support this project and consider performing certain project development roles to be determined.



4. SUSQUEHANNA RIVER PUBLIC ACCESS IMPROVEMENTS

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



Photo Credit: Lycoming County

Jersey Shore Boat Launch

Priority Issue #8



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

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

At the time the 2005 Plan was developed, presence of large deposits of natural gas in the County’s shale formations was largely unknown. The Marcellus Play is one of the largest natural gas discoveries in the world. It encompasses large geographic areas of PA, NY, West Virginia, Ohio, and MD, including major portions of Lycoming County (primarily north of the West Branch Susquehanna River). The U.S. Geological Survey estimates the formation’s total area to as approximately 95,000 square miles, ranging in depth from 4,000 to 8,000 feet below the earth’s surface. The Play is estimated to contain



Ogontz East Compressor Station

more than 410 trillion cubic feet of natural gas, which can supply the energy needs of the nation’s future generations.

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

Marcellus Shale gas exploration activity has heavily affected public infrastructure in Lycoming County, especially regarding roads and bridges. The large amount of truck traffic necessary to transport water and frac sand to assist in drilling operations in rural areas has accelerated pavement wear and tear on state and local roadways, and increased traffic congestion. To offset these impacts, PennDOT and local municipalities have successfully negotiated posting and bonding requirements with gas drilling companies. General belief is that these

companies have made the necessary upgrades to ensure that roads and bridges remain safe and in a good state of repair.

Fracking wastewater collection and treatment processes also have impacted water and sewer infrastructure. Here also, natural gas companies have worked well with area water providers and sanitary sewer authorities to successfully address these impacts. Together they have performed necessary upgrades to sewer and water infrastructure and reduced environmental impacts.

Marcellus Shale impacts on the Williamsport Regional Airport have been positive via significantly increasing enplanements. The SEDA-COG Joint Rail Authority and LVRR have also benefitted from substantial increases in rail freight carloads and revenues, mainly during peak periods of Marcellus drilling when 25-30% of all carloads on the LVRR were associated with gas drilling.

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



Photo Credit: Lycoming County

Also, the vast majority of vehicles in the area rely on gasoline or diesel fuel, and are not easily converted to use of compressed natural gas (CNG) without substantial cost. Natural gas fueling facilities in the Northcentral PA region are limited. However, a major success story in Lycoming County is recent completion (in 2014) of the first CNG Fueling Facility by River Valley Transit (RVT) in the west end of Williamsport.

This new CNG facility is primarily used to fuel recently purchased CNG RVT public transit buses. In a few years, RVT will completely convert its diesel bus fleet to CNG with hope of significantly reducing transit operating costs. RVT has also approached the project as a partnership with other public and private organizations interested fueling their CNG vehicles at this facility. PennDOT is also in the process of developing 29 other CNG fueling facilities across the State as public/private



Photo Credit: Lycoming County

River Valley Transit new CNG bus facility

partnerships, although these new CNG fueling facilities all will be situated at existing public transit facilities not very close to Lycoming County.

Top Viable Project of Regional Significance for this Issue

COMPRESSED NATURAL GAS FUELING FACILITY EXPANSION NEEDS / FEASIBILITY STUDY

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

This study should closely examine overall future market potential for CNG vehicle demand throughout the region. It must first be determined if the present RVT facility is adequate to meet this overall demand or whether an additional CNG fueling facility is warranted. Development of an additional CNG fueling facility must complement the existing RVT CNG fueling facility because of the substantial public investment in and success of the current facility. An additional CNG fueling facility in the region should not be pursued unless this would not threaten future operational viability of the existing RVT facility. This study should also assess cost benefit potential for areawide organizations to convert large vehicle fleets to CNG.

PROJECT LEADERSHIP

Lead Agency – County of Lycoming/ WATS

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

HOW PROJECT ADDRESSES THE ISSUE

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

- Provide more opportunities to utilize local natural gas resources to promote use of alternative fuel vehicles.
- Lower transportation operating costs for local organizations with large vehicle fleets.
- Promote clean air by maintaining Lycoming County’s air quality attainment area status.
- Enhance economic attractiveness of Northcentral PA region.
- Expand the region’s very limited infrastructure to satisfy fueling demands of CNG-fueled vehicles.

STEPS FOR SUCCESS

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

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	Form Project Delivery Team Identify members	2018	Lycoming County/WATS
2	Define Needs/ Feasibility Study Develop scope and cost	2019	Lycoming County/WATS
3	Secure Study Funding Apply for grants	2019	Lycoming

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
			County/WATS
4	Retain Qualified Consultant Complete selection process	2019	Lycoming County/WATS
5	Develop Need/ Feasibility Study Evaluate need/feasibility/cost	2020-2021	Lycoming County/WATS
6	Secure Design Funds Identify sources and secure	2021-2022	Lycoming County/WATS
7	Initiate Design Phase* Identify sources and secure	2022	TBD
8	Secure Const Funds Identify sources and secure	2023	TBD
9	Begin Construction Phase* Select contractor	2024	TBD
10	Complete Construction* Accept and inspect	2024	TBS

* If study recommends development of the facility

FUNDING RESOURCES

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

ORGANIZATION	PROGRAM
US Department of Energy	Clean Cities Program
PA PUC	ACT 13 Impact Fees
PADEP	Alternative Fuels Incentive Grants, (AFIG)
PADEP	Alternative Fuels Technical Assistance Program
PennDOT/WATS	Federal Highway Administration (FHWA) planning funds (planning study only)

Additional Projects, Programs and Initiatives for this Issue

1. Natural Gas Community Connections

Discovery of Marcellus Shale in the Northcentral PA region in 2007 greatly expanded local abundance of natural gas as an energy source to serve homes, businesses, and industry. Certain portions of the US 220/I-99 Planning Area have sufficient infrastructure in place and are enjoying affordable natural gas. However, the less densely populated sectors of this Planning Area do not have access to natural gas. The County is currently working with UGI and SEDA-COG to identify areas not currently served in order to determine if natural gas can be provided efficiently and affordably. It is difficult for some property owners to obtain natural gas service because of

extremely expensive up-front costs of installing gas lines long distances with associated hook-on fees. Overall cost and savings must be carefully analyzed to determine where provision of additional natural gas services makes sense. US 220/I-99 municipalities support this initiative, and will provide necessary information and technical assistance to enhance its feasibility and conduct a cost analysis.

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

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

Government at township, borough and city levels is the most local form of government in Pennsylvania. As such, it allows citizens easy accessibility to government, offering hyper-local citizen dialogue related to policy-making, service delivery, and taxation. Generally, this form of government is viewed as efficient and effective; however, while small governments provide accessibility and accountability, many examples throughout Pennsylvania reflect shortfalls of Pennsylvania’s fragmented structure of government. For instance, many municipalities have difficulty recruiting adequate numbers of citizens and trained professionals to serve on their legislative bodies, boards, and commissions. Additionally, all local governments are required to provide certain capital-intensive services, such as water, sewer, and fire protection, as well as management of administrative functions. This could be considered redundant overhead in areas with small populations and tax base. Over time, expectations of local governments have changed, both from the State government and citizen perspectives. Local governments have assumed growing responsibilities not always easily fulfilled within their traditional structures. However, in many creative ways, PA municipalities have devised solutions to meet increasing needs.

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

Good local examples of multiple municipalities cooperating to achieve common goals are six-multi-municipal comprehensive planning efforts in the County, including the US 220/I-99 Planning Area. Another excellent example is the Lycoming County MS4 (Municipal Separate Storm Sewer System) Coalition, an unfunded federal mandate of the U.S. Environmental Protection Agency (EPA) that requires designated municipalities to prepare Chesapeake Bay Pollution Reduction Plans (CBPRP) indicating how they will reduce sediment and nutrient levels, including nitrogen and phosphorous. The MS4 program is permitted and enforced at the state level through PADEP. In 2011, to decrease the municipal cost burden of the MS4 program, nine municipalities and one college

came together to form the Lycoming County MS4 Coalition. The coalition shares costs of permit fees, training, implementation of best management practices, and consultant fees. The Coalition has operated successfully since its formation, maintaining the participants’ regulatory compliance and effective economies of scale.

During the 2017 Comprehensive Plan update, US 220/I-99 PAT members acknowledged that fragmented government services have affected their planning area. Of particular concern was ability to provide adequate and essential emergency services by police, fire, and EMS due to decrease in volunteer capacity, intensive certification requirements, and lack of sustainable financial resources.

Capacity – The following is a list of municipal emergency service providers within the planning area:

Fire Protection

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

EMS

- Susquehanna Regional EMS
- Jersey Shore Area EMS



Photo Credit: Lycoming County

Antes Fort Fire Department

Municipal Police

- Tiadaghton Valley Regional Police Department

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

Priority Issue Overview

Fire and EMS Agencies and the five municipal governments in this Planning Area are increasingly concerned with their ability to provide adequate levels of emergency services to residents of these municipalities. Adequate levels are dictated by the 2009 Pennsylvania EMS System Act 37 (EMS Act), which establishes requirements for service coverage and certification standards. As in other small rural communities around the State, local emergency service providers are also experiencing declining numbers of volunteers. In short, Fire and EMS agencies are facing growing challenges related to provision of these essential and required services because of four interrelated factors:

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

- Funding limitations to support the above.

Increasing Certification Requirements and Decreasing Volunteer Base – Provisions of the EMS Act, which took effect on April 10, 2014, specify that all EMS agencies, including those located in Lycoming County and the municipalities participating in this Planning Area, are required to provide 24 hours a day and 7 days a week (24/7) coverage in order to respond to a dispatched request for EMS assistance. The EMS Act does permit EMS agencies to provide less than 24 hours a day, seven days a week services, if they participate in a county-level EMS Response Plan approved by the Pennsylvania Department of Health.

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

In addition to requirements of the EMS Act, local municipal codes also regulate provision of emergency services. Woodward Township, Piatt Township, Porter Township, and Nippenose Township are Townships of the Second Class. The Second Class Township Code requires a township to “...be responsible for ensuring that fire and emergency medical services are provided within the township by the means and to the extent determined by the township, including appropriate financial and administrative assistance for these services.” Jersey Shore Borough’s code states that the Borough will “...be responsible for ensuring that fire and emergency medical services are provided within the borough by the means and to the extent determined by the borough, including appropriate financial and administrative assistance for these services.” In addition, these four Townships and one Borough are also required by their respective codes to consult with these providers to discuss emergency service needs within the municipality.



Photo Credit: Williamsport Sun-Gazette

Locust Street House Fire

According to the EMS Act, all EMS certification examinations recognized by the Commonwealth are required to align with National EMS Education Standards. To comply with these standards, Emergency Medical Technician (EMT) certification requires 150 hours of training plus prerequisites totaling an additional 30-40 hours. Cost of training exceeds \$900. Currently, a Basic Life Support Ambulance must be staffed by one person trained to EMT or higher, and one Emergency Medical Responder (EMR). The EMR may be the driver if credentialed as the driver as well. This requires an additional 16-hour driving course. Cost to equip a fire fighter exceeds \$10,000. These extensive training hours and costs required to support volunteer firemen or EMS personnel increase difficulty of certifying new recruits and meeting demands of their careers and families.

Along with cost and time required to secure increased training and needed equipment, lower volunteer recruitment numbers have resulted in decreased capacity to provide code-required services. This is a statewide issue. Since 1985, the number of volunteers in Pennsylvania has declined from 152,000 to 70,000. Fire companies in PA number 2,462, 90% of which are volunteer companies. Across the State, volunteer agencies

are challenged to maintain services while suffering a declining pool of volunteers. Lack of volunteers has hit volunteer fire departments and emergency service agencies especially hard. EMS is provided to an area encompassing more than 1,200 square miles in Lycoming County via several service methods including hospital-based life support services, paid and volunteer fire department-based units, paid duty crews, and all volunteer

Trends – During the five-year period between 2012 and 2016, call volumes within the two counties served by the Lycoming/Sullivan 911 Center have declined, but the number of fire/EMS incidents has increased. Types of 911 calls have also been changing. In recent years, personal care and assistance requests have increased significantly, as opposed to traditional emergency situations. Within the US200/I-99 Planning Area, these trends are generally consistent, but further analysis is needed.

TABLE 6. LYCOMING/SULLIVAN COUNTY 911 CENTER ACTIVITY 2012-2017 ACTIVITY

LYCOMING/SULLIVAN COUNTY 911 CENTER ACTIVITY 2012-2017 YEAR TO DATE (YTD)							
	2012	2013	2014	2015	2016	UP TO 8/2017	
FIRE/EMS INCIDENTS	17,378	16,915	17,314	18,856	18,601	13,062	
POLICE INCIDENTS	43,068	40,403	41,397	42,532	43,773	32,872	
TOTAL 911 CALLS	61,598	59,836	60,628	58,223	56,295	35,659	
WORKING FIRES	126	97	125	113	137	98	
2ND ALARM FIRES	19	18	27	11	12	10	
3RD ALARM FIRES	1	2	3	2	2	2	
MVA W/ENTRAPMENT	74	46	80	75	64	31	
WATER RESCUES	19	11	17	11	20	10	

The US 220/199 PAT was interested in exploring creation of a model EMS delivery response system for the County, such as an EMS Authority or umbrella organization. There is desire to consider county support for shared planning/bookkeeping/auditing for fire and EMS, and a paid position to act as a resource for multiple entities.

Cooperative Relationships In addition to the issues described above, strong communication between volunteer fire departments and municipal governing bodies is of utmost importance. Because townships and boroughs are required to ensure provision of adequate fire and EMS services in the municipality, and volunteer fire departments are the primary entities providing these services in Lycoming County (and particularly in the Planning Area), an open and transparent relationship between these entities is essential. Most importantly, both parties should have a mutual understanding and agreement about annual budget, funding needs, service delivery parameters and requirements, operational management, and problems encountered. If this is not already occurring, a healthy working relationship that responds to these objectives must be cultivated.

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

- Municipalities will face further increases in program administration costs.
- Residents of these municipalities will not be provided the required and adequate level of EMS.
- Municipalities will not meet requirements of Pennsylvania EMS System Act 37 of 2009 and their respective municipal codes.
- Municipalities may be required to hire emergency service personnel, which would result in a substantial cost burden and other related fiscal challenges.
- Municipalities may be forced to cut other existing programs and services on which local residents rely.

The 2005 US 220/I-99 Comprehensive Plan (under strategy #6) supported need to maintain viability of volunteer fire companies and other EMS providers serving their Planning Area. PAT members identified some potential strategic actions for addressing this issue, including:

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

Since 2005, addressing these strategic actions has not progressed, and lack volunteerism has only grown worse, especially in the case of the Woodward Township Volunteer Fire Company.

Top Viable Project of Regional Significance for this Issue**EXAMINE COST EFFECTIVENESS AND PERSONNEL EFFICIENCY OF FIRE AND EMS SERVICES IN THE 199/220 PLANNING AREA AS A PREREQUISITE TO THE COUNTY EMS RESPONSE PLAN**

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

Fire and EMS agencies of the 199/220 Planning Area will work with their municipal governments to identify specific shortcomings and needs within these municipalities. They will also help provide the necessary data and information to a third-party consultant to support development of the Countywide EMS Response Plan and assist with its implementation.

The following is a sample of types of data and information that the third-party consultant will need to adequately complete the assessment and offer viable recommendations to the County's EMS Response and Staffing Task Force. Recommendation is for Planning Area municipalities in the Planning Area and the EMS agencies to begin collecting this information prior to hire of a consultant.

Volunteer Fire Departments and EMS Providers within or serving the PAT – data needed:

- Service area
 - Service call volume trend over last 5 years
 - Response time
 - Where are the gaps of providing 24/7 service?
-
- # of paid staff and volunteers
 - Average salary of employee
 - Identify the changes from volunteer to paid programs (EMS)
 - Average age of volunteer (Are the youth and/or younger residents volunteering?)
-
- Annual budget (expense and revenue)
 - Level of financial commitment from local governments
 - Funding received from County and for what purpose
 - Who and how are operations managed?
 - What reporting methods are used by each? Same, different?
-
- Costs for equipment / technology
 - Training costs (trend over time)
 - Training time commitment (trend over time)

- Facility costs

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

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

The Countywide EMS Response Plan is expected to provide a framework for how EMS agencies will collectively manage, administer, and provide services in these five municipalities, and the other parts of Lycoming County, when unable to provide 24/7 staffing coverage. The Plan will include recommended formal agreements among participating agencies and municipalities, and additional strategies for how they will provide readily accessible service coverage throughout this five-municipality area in Lycoming County.

HOW PROJECT ADDRESSES THE ISSUE

The five municipalities of the 199/220 Planning Area are committed to protecting the health, safety, and welfare of their residents; and to meeting requirements of their respective municipal codes for providing EMS services and requirements of Pennsylvania's EMS Systems Act 37. However, it is becoming increasingly difficult for the traditional structure of EMS service delivery to remain effective in the 21st century because of the following factors:

- Mix of geography and terrain: dense urbanized area, as well as low-density population areas, some very rural and remote;
- Mixture of paid and volunteer service providers; and
- Changing demographics and family responsibilities.

Responding to these concerns, the Lycoming County Department of Public Safety (DPS) has begun working with the EMS Response and Staffing Task Force to address requirements and challenges of providing sufficient service to these three municipalities and other municipalities in the County. The development of an **EMS Response Plan** in Lycoming County will meet the requirements of Act 37, as well as provide a blueprint for how each EMS Agency will assist in the provision required and critically important EMS services.

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

PROJECT LEADERSHIP

Lead Agency – 199/220 PAT

Other Partners – Fire Chief’s Board, Hospitals, Lycoming County Department of Public Safety (DPS), and Department of Planning and Community Development (PCD) will participate and support this effort.

STEPS FOR SUCCESS

STEP NUMBER	DESCRIPTION OF STEP	TIME FRAME	RESPONSIBLE PARTIES
1	199/220 PAT TO ESTABLISH A PDT	SUMMER 2018	FIRE RESPONDERS EMS UNITS MUNICIPAL OFFICIALS LPCD & DPS STAFFS
2	CONVENE STEERING COMMITTEE TO DEFINE THE SHORTCOMINGS AND NEEDS OF THE FIRE AND EMS SERVICE PROVIDERS IN PAT	JULY 2018 – DECEMBER 2018	STEERING COMMITTEE PCD & DPS STAFF
3	DEFINE LIST OF DATA NEEDS AND BEGIN COLLECTION OF INFORMATION IDENTIFY FUNDING NEEDS AND POTENTIAL FUNDING SOURCES	JUNE 2018 – DECEMBER 2018	STEERING COMMITTEE
4	PARTICIPATE IN THE EMS RESPONSE PLAN FOR LYCOMING COUNTY	SEPTEMBER 2018 – AUGUST 2019	ALL
5	FORMULATE SOLUTIONS	JANUARY 2019 – JUNE 2019	STEERING COMMITTEE PCD & DPS STAFF CONSULTANTS
6	BEGIN IMPLEMENTATION OF AGREED UPON SOLUTIONS	ONGOING	LOCAL GOVERNMENTS STEERING COMMITTEE OTHERS – TO BE DETERMINED (TBD)

FUNDING RESOURCES

Shared Municipal Services grants through DCED’s Local Government Services department are applicable for at least the planning phases. Additional applicable funding sources will be identified by the Steering Committee in the Jan-Jun 2018 timeframe.

Priority Issue #10



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

Back Story Land use is intertwined with everything we do in our lives from where we live to where we work and where we play. These land uses are integral to maintaining our lifestyles; however, failure to plan for and mitigate potential negative impacts of incompatible land uses can substantially affect a neighborhood and even an entire municipality or region. Land use regulations are important tools for a community to achieve and maintain its vision. To establish effective land use regulations, local governments must review their ordinances regularly, and amend them as needed to (1) ensure consistency with the comprehensive plan, (2) address new land use practices, and (3) make adjustments when issues with the ordinance arise. Rising costs of development have increased the importance of local government examinations of regulations, identifications of ways of minimizing costs of development, and encouragement of desirable development practices without sacrificing community visions. Land use ordinances can also set the stage for capturing economic and community development opportunities.

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



Municipal officials at PMPEI training session

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

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

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

*The County administers the Porter Township Zoning Ordinance at the request of the Township.

Key Implications Failure to implement and enforce land use regulations would result in uncoordinated development and land use conflicts. Land use conflicts could cause decreases in property values, threatening economic prosperity of the municipality. Additionally, uncoordinated development could result in public safety hazards and increased infrastructure costs. Land use regulations also allow us to protect our local resources such as our community character and scenic views. In 2005, most municipalities had nothing in their local zoning ordinances regarding natural gas development. If they had not responded as quickly as they did regarding this industry, many of the County’s most spectacular landscapes may have been scarred for a long time.

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

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

Training courses offered by the Pennsylvania Municipal Planning Education Institute (PMPEI) provide one of the most effective avenues for municipal officials to gain training they need to be effective stewards in their elected and appointed positions. PMPEI was established in 1992 to provide courses in community planning and land use regulations for planning commissioners, zoning hearing board members, zoning administrators, elected officials, and others with interest or involvement in planning. Since 1992, more than 7,000 people have attended PMPEI courses. PMPEI's curriculum is based on the PA MPC and most up-to-date planning practices, encompassing four courses in community planning, subdivision, land development, and zoning and zoning administration. These courses are offered throughout Pennsylvania during the fall, winter, and spring. Each course takes up 10 hours comprised of three 3.5-hour sessions during consecutive weeks. Normally, 15-20 courses per year are offered statewide. The PMPEI website^v offers links and resources to help guide a municipal leader into the future. County Planning Staff are very active in promoting PMPEI training opportunities.

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

Additional Projects / Programs**1. Neighborhood Revitalization Program**

This program would support and promote property maintenance and beautification to reduce the number of blighted properties within the Planning Area identified as a concern in the 2005 Plan. The Plan also recognized that revitalization of Jersey Shore Borough is hampered in part by actions of absentee landlords. Many of their properties lack proper routine maintenance and landscaping, and some are delinquent in local property tax payments. In addition, unregulated junk/salvage yards and contractor storage yards within the Planning Area are posing a serious threat to the area's scenic beauty and rural quality of life. Establishment of Neighborhood Revitalization Programs should include an evaluation of existing zoning, SALDO, and building codes to ensure these are conducive to promotion of vibrant communities. Excellent community collaboration techniques with clear incentives will be essential to ensure public acceptance and active participation in the program.

2. Green Infrastructure Initiative

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

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

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

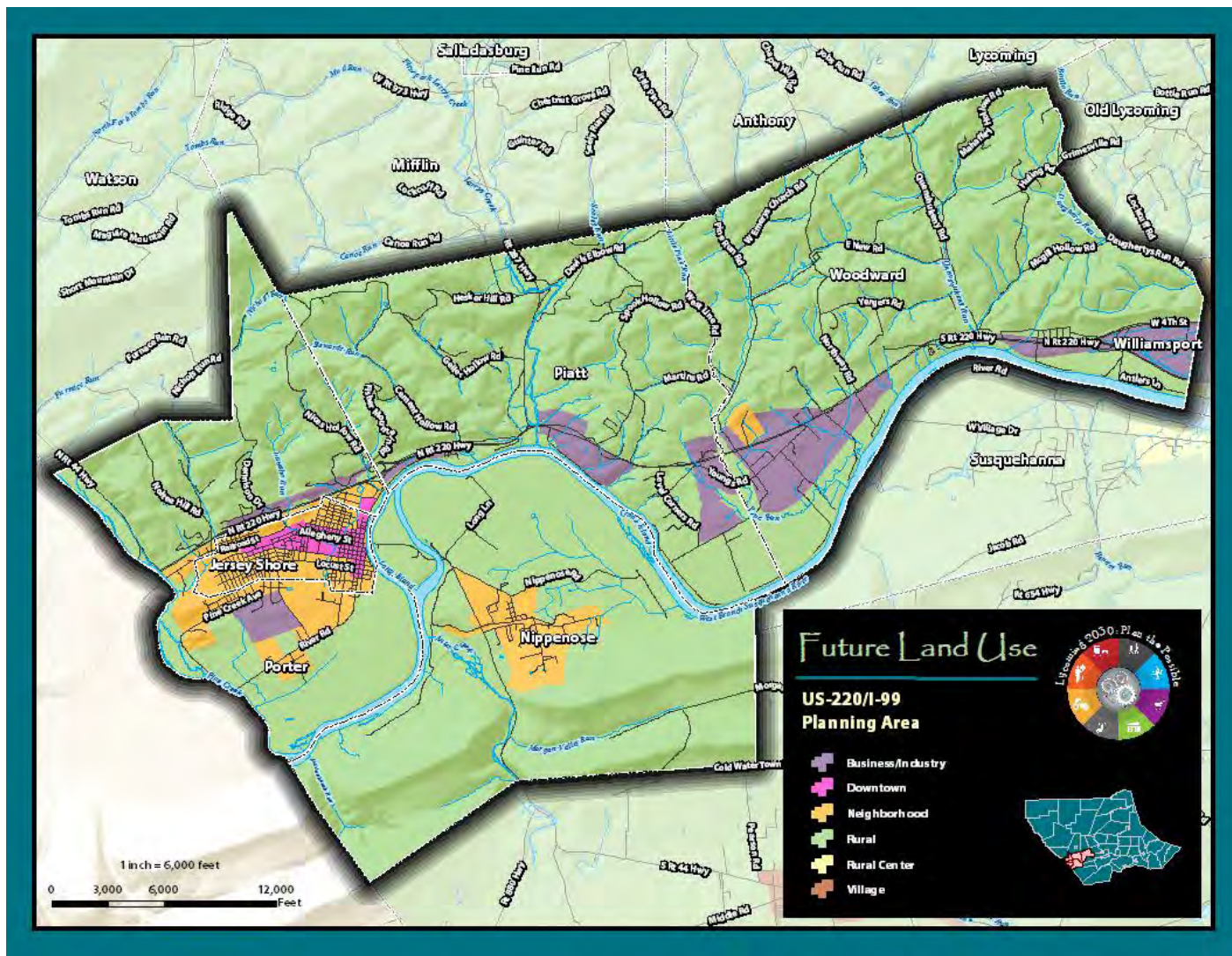


Photo Credit: Lycoming County

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

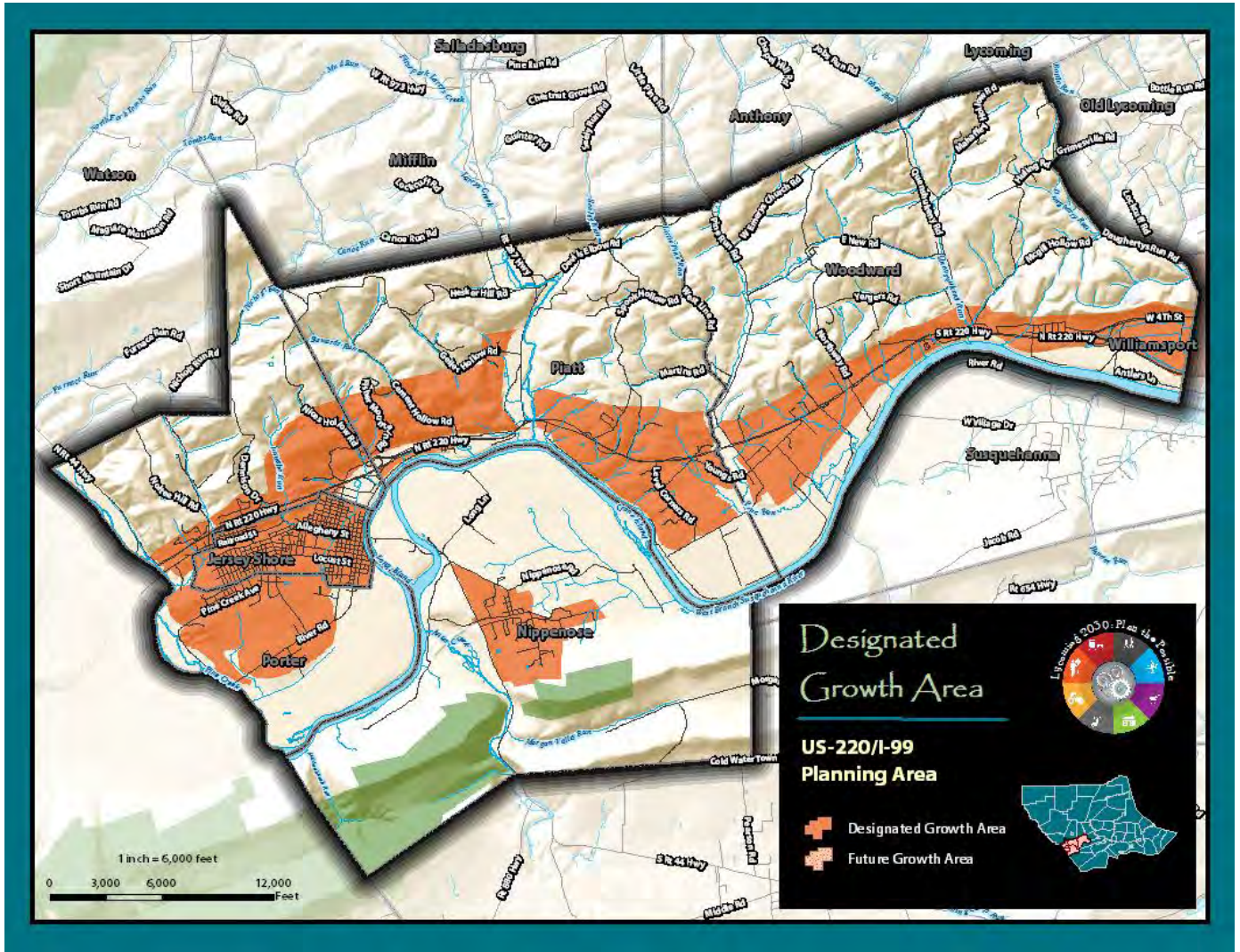
Chapter 3: Growth Area and Future Land Use Maps

Future Land Use Map



Designated Growth Area Map

The growth map was reduced in size from the 2005 map since the I-99 Highway Project has been deferred by PennDot and less growth is expected to occur as a result. The Growth Area Map reflects realistic growth potential in light of highway deferral. The growth potential declined due to 199 Interstate project rendered inactive due to funding constraints. Additionally, a change from the 2005 plan is that Nippenose Township has been added to the PAT.



ⁱ Pew Research Center, June, 2016, “State of the News Media 2016”

ⁱⁱ Lichterman, Joseph. “Pew Study: When It Comes to Political News, Facebook Has Become Local TV for Millennials.” Nieman Lab, Nieman Foundation at Harvard, 1 June 2015, www.niemanlab.org/2015/06/pew-study-when-it-comes-to-political-news-facebook-has-become-local-tv-for-millennials/.

ⁱⁱⁱ “How to Apply to Serve as a Park Commissioner Youth Representative.” City of Lacey Washington, www.ci.lacey.wa.us/city-government/city-council/city-council-2/boards-commissions/board-of-park-commissioners/apply-as-youth-representative-parks-board.

^{iv} Public Engagement and Noticing Manual. City of San Luis Obispo, CA, 24 Nov. 2015, slocity.org/Home/Components/News/News/471/.

^v <http://extension.psuedu/community/pmpei>