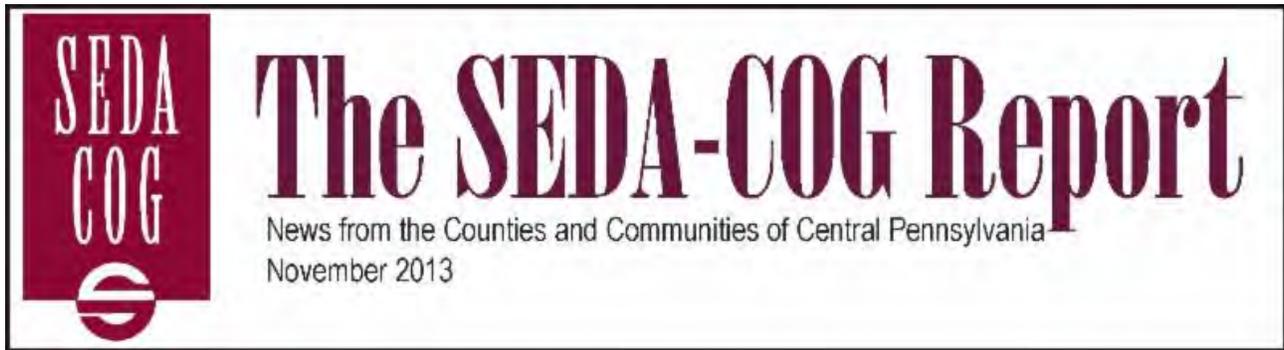


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[Table of Contents](#)

[Using More Natural Gas](#)

[Managing Stormwater:
Green vs. Gray](#)

[South Avis Rail Yard
Continues to Grow](#)

[Financing News](#)

[Byte-sized News](#)

[Calendar of Events](#)

SEDA-COG is a publicly funded development organization based in Lewisburg, Pennsylvania and serving an 11-county region. We help the counties – and the communities and citizens within them – address challenges related to their economies and infrastructure, and we assist them in responding to new opportunities in such areas as energy, technology, market development, transportation, and locally-based resources.

SEDA-COG and Three Counties Begin Project to Increase Use of Natural Gas

SEDA-COG, in conjunction with Centre, Clinton, and Mifflin counties, has begun a project to increase the utilization of regionally-developed natural gas in Central Pennsylvania. The \$160,000 project is intended to make natural gas more accessible for residential, industrial, and vehicular use. Funding has been provided through SEDA-COG, the counties, [Mifflin County Industrial Development Corporation](#), Standard Steel (located in Burnham, Mifflin County), and an \$80,000 grant from the federal [Economic Development Administration](#).

Commenting, SEDA-COG Executive Director Dennis Robinson said, "There are homeowners in the region who want to heat their houses with natural gas, but can't. There are companies here that want to use natural gas for industrial processes, but can't. Through this project we will identify the appropriate investments and type of coordinating body needed to make this resource available



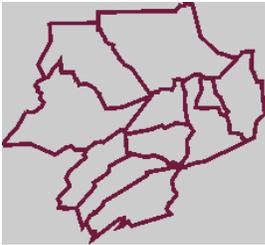
Natural gas gathering lines in northeast Pennsylvania.

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SEDA-COG primarily serves the 11 Central Pennsylvania counties of Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, and Union.

to those who want it."

Emphasizing the cooperative nature of the natural gas utilization project, Robinson said, "We plan to work with gas companies that have established a presence in the [Marcellus Shale region](#), with business leaders, community officials, planning departments, and economic development groups – a solid public-private partnership of stakeholders."

As a first step, the project will explore the creation of a municipal authority, co-op, corporation, or other entity to facilitate and expand natural gas service throughout the project area. Appropriate areas for service expansion will be identified, such as business parks or industrial sites with access to needed infrastructure. Priority will be given to locations that can also provide natural gas accessibility to residential areas.

As the gas utilization project moves forward, targeted investment areas will be identified, i.e., concentrations of potential users of natural gas. They will be evaluated in terms of potential gas consumption, cost of providing service, economic impacts, and the potential for future development. In terms

of vehicular use, the project will identify the infrastructure needed to make [natural gas available for locally operated vehicle fleets](#), both private, e.g., trucking companies; and public, e.g., county- or municipally-owned cars.



Compressed natural gas fueling station infrastructure in Susquehanna County.

"Our region has enjoyed significant economic benefits from the development of natural gas in the Marcellus Shale region, but we can do more," said Centre County Commissioner Chris Exarchos, "With natural gas available just a few miles away, we should find a way for people to use it in their homes and businesses."

"If America is going to take full advantage of its abundant natural gas reserves, domestic markets must be established. This natural gas utilization project has the potential to be expanded to other counties in Central Pennsylvania, resulting in permanent, sustainable markets for this important natural resource."

[Read more](#) about the natural gas utilization project. [View photos](#) on Facebook.

1988 - The [SEDA-COG Joint Rail Authority](#) purchases abandoned rail lines between Sunbury and Mt. Carmel. The newly-named [Shamokin Valley Railroad](#) begins operations.

Green Infrastructure - An Alternative to Conventional Stormwater Management

The emphasis was on green infrastructure as over 150 people attended Creating Greener, More Flood Resilient Communities, the [Susquehanna Greenway Partnership's](#) (SGP) recent workshop at Bloomsburg University. Participants included state, county, and municipal officials; conservationists; university representatives; and private consultants.

As rain falls, many conventional stormwater systems convey polluted surface runoff into rivers and



The workshop included a session stream dynamics, which change over time and have a significant impact on flooding.

streams; and when they overflow, homes, schools, businesses, and other properties are often overwhelmed by damaging floods. The [Susquehanna River basin](#) averages a flood every 14 years, and as the amount of impervious surfaces like parking lots and sidewalks has grown, so too has the amount of surface runoff.

Green infrastructure is an approach that communities can choose to maintain healthy waters, provide multiple environmental benefits and support sustainable communities. Unlike single-purpose gray stormwater infrastructure, which uses pipes to dispose of rain water, green infrastructure uses rain gardens, vegetated bio-swales, permeable pavements, rain water harvesting, street trees and green street design to manage storm water on site.

Green vs. conventional "gray" infrastructure can reduce communities' stormwater management costs by 15%-80%, according to the [Environmental Protection Agency \(EPA\)](#). Green infrastructure beautifies communities, calms traffic, and increases the value of properties located near facilities like parks and playgrounds. Urban sprawl, on the

One-question Quiz

Where is the longest covered bridge in Pennsylvania?

[Click here for the answer](#)

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other hand, results in more roads, sidewalks, and parking lots, leading to increased runoff and the potential for flooding.

The City of Lancaster is pursuing an aggressive program of [green-based stormwater management](#), in the face of potential fines from EPA for allowing raw sewage to spill

into the Conestoga River. The City is repaving alleyways and basketball courts with porous asphalt, planting trees, and adding rain gardens to parking lots. Where structurally feasible, it is encouraging the installation of green vegetation-based roofs on buildings. Ultimately, Lancaster plans to spend \$140 million over 25 years on green infrastructure, an alternative to an estimated \$300 million on gray infrastructure.

One relatively new, but viable means of funding stormwater management, is stormwater authorities or utilities, i.e., dedicated sources of funds collected and used only for managing stormwater. [Act 68, signed in Pennsylvania](#) this summer, gives municipalities the ability to establish stormwater authorities on a regional or watershed basis.

The workshop included presentations from state and federal agencies that can provide assistance and information about green infrastructure and stormwater management. All [the presentations are available](#) at the Greenway Partnership's web site. Interested individuals may also contact SGP directly at 570-522-7211, e-mail info@susquehannagreenway.org.



The capacity crowd at the workshop included municipal officials and conservationists.

Marcellus-related Activities plus Wise Investment Lead to Growth of Rail Yard

Space for business, good location, and quality rail service. These are keys to the success which the South Avis Realty rail yard has enjoyed in recent years. Until about five years ago, it was home to [Jersey Shore Steel](#) and a small scrap processing yard. However the rail yard has grown significantly as natural gas-related activities accelerated in Clinton and Lycoming counties. In fact, it has been called "...a Mecca for Marcellus Shale industries

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Your devices knew who you were, and your own identity – the TruYou, unbendable and unmaskable – was the person paying, signing up, responding, viewing and reviewing, seeing and being seen. You had to use your real name, and this was tied to your credit cards, your bank, and thus paying for anything was simple. One button for the rest of your life online.

Dave Eggers
[The Circle](#),
a new novel

that are drilling north of the Lock Haven area..."

The South Avis yard is served by the [Lycoming Valley Railroad](#), private operator for the [SEDA-COG Joint Rail Authority](#) (JRA), which owns six Central Pennsylvania short line railroads.



In addition to Jersey Shore Steel, the South Avis yard is now home to six additional

Natural gas transmission pipe at the South Avis Realty's rail yard.

companies, nearly all of which are related to natural gas development. There are piles of gas transmission pipe waiting to go into the ground. [Arrow Material Services](#) operates two [frack sand warehouses](#) for its customers. Yet, for all the growth it has experienced, about 40% of the yard's potential capacity remains.

In partnership with [PennDOT's Bureau of Rail Freight](#), South Avis Realty continues to pursue improvements at the rail yard. Existing railroad tracks have been rehabilitated and more trackage added. In the last year the JRA and [SEDA-COG Economic Development](#) staff assisted South Avis Realty in leveraging a state grant to build an access road directly linking the rail yard to Route 220. This new road will remove over 20,000 trucks through residential portions of South Avis. South Avis Realty's total investment for the track work, access road and related site work exceeds \$5 million.

According to Jeff Stover, Executive Director of the Rail Authority, "The company has been successful in seeking Pennsylvania rail freight dollars to improve and expand its yard. In regard to the new access road, South Avis has been a great partner, doing whatever was needed to accommodate the rail-related needs of its tenants and benefit the neighborhood."

[Read more](#) about the South Avis rail yard. [View photos](#) on Facebook. [Learn more](#) about the SEDA-COG Joint Rail Authority.

The [Small Business Administration](#) (SBA) has completed the financing of a \$79,900 [SBA 504](#) loan to help a Bucks County man expand his publications business. Francis Gallagher publishes [Global Traveler](#), a magazine geared toward luxury business travelers. The online side of the business has grown significantly prompting him to expand it and hire additional staff. The project also included personal cash and financing through [Customers Bank](#). The SBA 504 loan was approved by the [SEDA-COG Local Development Corporation](#) before submission to SBA for final action.

\$ \$ \$

Financing for construction of a new tire store in Beech Creek, Clinton County has been approved by SEDA-COG's Board of Directors. LMR Tires requested a \$125,000 loan through our Intermediary Relending Program for a new store adjacent to Lykens Market. Both the market and LMR Tires are owned by Chris Lykens. In addition to the loan from SEDA-COG, financing will be provided through the [Penn State Federal Credit Union](#). LMR Tires anticipates the creation of five full-time jobs over the next three years.

\$ \$ \$

The [Small Business Administration](#) (SBA) has completed the financing of a \$251,200 [SBA 504](#) loan for an auto repair business near York. Mark and Susan Ditt have purchased commercial property on Allegheny Drive, York Township, and moved their existing business – [Complete Automotive Repair & Service](#) – to the site. They were renting their former location. As a result of the project, it is anticipated that three jobs will be retained and one job created. Financing has also been provided through cash equity and M & T Bank. The SBA 504 loan was approved by the [SEDA-COG Local Development Corporation](#) before submission to SBA for final action.

For more information on SEDA-COG's [Business Development Financing program](#), e-mail [John Reichard](#) or contact him at 570-524-4491, ext. 7251.

Byte-sized News . . .

The SEDA-COG Metropolitan Planning Organization (MPO), with the MPO in Lycoming County, has surveyed residents about transit concerns in the region. The early results are in and [here's what people had to say](#).

#

The Susquehanna Greenway Partnership and Bucknell University are part of the [new Envision the Susquehanna group](#) in Central Pennsylvania

#

Elected officials and business people – 85 in all – took part in the [North Shore Railroad Company's](#) Appreciation Train Ride in late October, travelling between the SEDA-COG Joint Rail Authority's [Newberry rail yard in Williamsport and the South Avis Realty yard](#) in Clinton County.

#

Contracting officers from the federal prisons at Allenwood and Lewisburg will take part in our November 7 workshop on [Doing Business with the Federal Bureau of Prisons](#). The two facilities annually purchase more than \$45 million in goods and services, a great opportunity for area companies.

#

PA Made Again, designed to encourage foreign and domestic investment in Pennsylvania, kicks off in January. It's being carried out by SEDA-COG in conjunction with numerous partners across the state. Funding has been provided through a federal \$500,000 [Make it in America Challenge](#) grant.

#

Lots of training opportunities on land use and planning through the [Pennsylvania State Association of Boroughs](#) (PSAB). Community Planning will be [offered in Beaver and Bucks counties](#). A three-part class on [Subdivision and Land Development Review](#) will be held in West Chester, and training on zoning issues will be held in [Altoona](#) and [Reading](#). Details can be found at [PSAB's web site](#).

Upcoming Events & Activities

Government Contracting Seminars

Bellefonte - Dec. 3
Harrisburg - Nov. 20; Dec. 18
Lewistown - Dec. 17
Shamokin Dam - Nov. 7
Williamsport - Nov. 15; Dec. 19

International Trade Seminar on Export-related Finance Issues

Lewisburg - Nov. 6

Roadway Maintenance & Safety Training for Municipalities

Mill Hall - Nov. 1
Northumberland - Nov. 6

SEDA-COG Board of Directors

Lewisburg - Dec. 4

SEDA-COG Joint Rail Authority

Lewisburg - Dec. 11

SEDA-COG Metropolitan Planning Organization

Lewisburg - Dec. 13

For further information or questions about The SEDA-COG Report, e-mail [Steve Kusheloff, Manager, Public Information](#), or call 570-524-4491, ext. 7217.

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