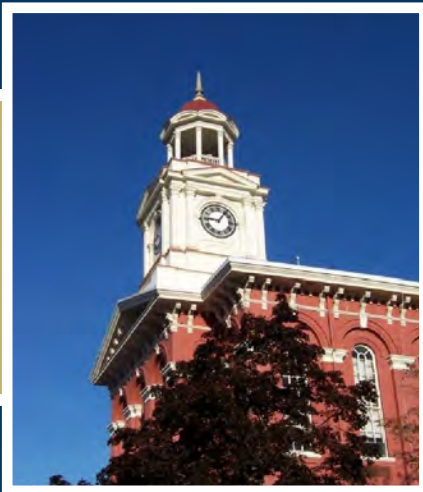


Jefferson County Comprehensive Plan Update - 2018



Jefferson County Planning Commission

Community Infrastructure Strategy

Adopted July 2018



RESOLUTION 2018-01
Jefferson County Board of Commissioners

A resolution adopting the Jefferson County Comprehensive Plan Update dated July 2018, as prepared by the Jefferson County Planning Commission and facilitated by The EADS Group, Inc.

WHEREAS, the Pennsylvania Municipalities Planning Code (MPC) requires that County comprehensive plans be updated every ten (10) years; and

WHEREAS, the MPC outlines content and procedural requirements associated with the preparation, review and approval of County comprehensive plans that have been followed in this County Plan Update process; and

WHEREAS, the Jefferson County Planning Commission coordinated the preparation of the Jefferson County Comprehensive Plan Update that has been published in four (4) documents, entitled *Existing Conditions and Recommendations*; *Public Participation Overview*; *Recreation and Tourism Strategy*; and *Community Infrastructure Strategy*, all dated July 2018 and comprised of maps, charts, textual matter and narratives, and other matters that form the whole of the County Plan Update; and

WHEREAS, the Jefferson County Planning Commission conducted a robust and inclusive public participation and engagement process, and

WHEREAS, the proposed Jefferson County Comprehensive Plan Update was submitted to contiguous counties and school districts within and contiguous to Jefferson County, and was otherwise made publically available for municipal and citizen review and comment; and


WHEREAS, the Jefferson County Planning Commission adhered to the Public Meeting, Public Hearing and Public Review period requirements of the MPC in finalizing the County Plan Update; and

WHEREAS, the Jefferson County Planning Commission duly noted and considered all public comments received in finalizing the County Plan Update; and

NOW THEREFORE BE IT RESOLVED, that the County Commissioners of Jefferson County hereby adopt the Jefferson County Comprehensive Plan Update that has been published in four (4) documents, entitled *Existing Conditions and Recommendations*; *Public Participation Overview*; *Recreation and Tourism Strategy*; and *Community Infrastructure Strategy*, all dated July 2018 and comprised of maps, charts, textual matter and narratives, and other matters that form the whole of the County Plan Update; and fulfills the County's responsibilities under the MPC.

Dated this the 11th day of July 2018.

JEFFERSON COUNTY COMMISSIONER



John D. Matson, Chairman



Herbert L. Bullers, Jr.



Jeffrey E. Pisarcik

Jefferson County Comprehensive Plan Update COMMUNITY INFRASTRUCTURE STRATEGY

Table of Contents

Section/Subsection	Page
Acknowledgments	
Introduction	1
County Base Map	3
Community Facilities and Utilities Profile	4
Sanitary Sewer Service	4
Public Water Service	4
City of DuBois Act 537 Plan	4
Source Water Protection and Developmental Interface	6
Electric, gas and Telecommunication Service	7
Aviation Service	7
Rail Freight Service	8
Jefferson County Foreign Trade Zone No. 254	9
Jefferson County Foreign Trade Zone No. 254 Map	10
Interstate 80 Interchanges	11
Industrial/Business Parks	11
Interstate 80 Interchanges Map	12
Industrial/Business Parks Map	13
Lumber Heritage Region – Management Action Plan	14
Pennsylvania Wilds – Design Guide	14
Synthesis of Information	15
Public Meeting No. 1	15
Public Meeting No. 2	16
MPC Public Meeting	17
Community Survey	17
Working Group Meeting No. 1	18
Working Group Meeting No. 2	18
Working Group Meeting No. 3	19
Issues and Opportunities Overview	20

<u>Section/Subsection</u>	<u>Page</u>
Recommendations and Implementation	21
Community Infrastructure Vision	21
Priority Goal – Jefferson County Foreign Trade Zone No. 254	22
Recommendation and Actions	22
Priority Goal – Public Sewer and Water Service Areas	24
Recommendation and Actions	24
Public Sewer and Water Service Areas Map	25
Priority Goal – Jefferson County Growth Areas	26
Recommendation and Actions	27
Growth Area Recommendations Map	28
Priority Goal – Potential Industrial/Business Parks	29
Recommendation and Actions	29
Potential Industrial/Business Parks Map	31
Priority Goal – Communication Strategy Between Interstate 80	32
and Local Communities	
Recommendation and Actions	32
Implementation Matrix	33

Acknowledgments

The *Jefferson County Plan update* consists of this *Community Infrastructure Strategy*, a *Recreation and Tourism Infrastructure Strategy* and a *Public Participation Overview* prepared by The EADS Group and other Plan sections prepared by Jefferson County. Funding for the preparation of these documents, including the narratives, tables and maps contained within, was provided by a Municipal Assistance Program (MAP) grant from the Pennsylvania Department of Community and Economic Development (DCED) and from Jefferson County. These documents represent the culmination of planning efforts spearheaded by the Jefferson County Planning Commission. The current membership of the Jefferson County Planning Commission is as follows:

- Brad Lashinsky
- Mark Adams
- Tom Kundrich
- Ron King
- Larry Bowers
- Jill Martin-Rend

Brad Lashinsky, M.P.S, Jefferson County Director of Economic Development & Planning and Bill Setree, Jefferson County Director of Community Development/Project Manager, guided the planning process and provided steady guidance and leadership. They also brought a local perspective to the planning process.

The *Jefferson County Plan Update* reflects an assets-based and issues-oriented approach to planning which is encouraged by the Pennsylvania Department of Community and Economic Development (DCED). The *Strategies* address the link between community infrastructure and economic development and outdoor recreation and heritage and tourism resources and economic development. These focus areas are also critical for the quality of life of Jefferson County residents. Information gathered for the *Strategies* utilized a considerable quantity of secondary source data augmented by original research, mapping and field investigations. The planning approach also included a proactive public engagement process to obtain input and feedback on key issues and opportunities.



The planning process also included a critical review and synthesis of information in an efficient manner by members of *Working Groups* convened to support development of the *Strategies*. Guidance provided by the *Working Groups* was vital in producing *Strategies* that are implementation- and issues-oriented, user-friendly for the non-planner universe and instructive for local and county officials and other agencies that will be involved with implementation. Members of the *Working Groups* consisted of representatives of agencies and organizations, local officials and other local stakeholders. Members of the *Community Infrastructure Working Group* included the following:

- Brad Lashinsky, Jefferson County
- Bill Setree, Jefferson County
- Brian Paganie, First Energy
- Tom Kundrich, Sykesville Borough
- Christine Perneski – North Central Regional Planning and Development Commission
- Laura Lynn Yohe, The Jeffersonian Democrat
- Ron King, Jefferson County Planning Commission
- Jill Martin-Rend, Jefferson County Planning Commission and Butler County Community College
- John Straitiff, Executive Director, Pennsylvania Great Outdoors Visitors Bureau.
- Dana Schreckengost, Brookville Borough
- Sal Cassano, National Fuel Gas

Community Infrastructure Strategy

Jefferson County was created on March 26, 1804, from part of Lycoming County and named for President Thomas Jefferson. It was attached to Westmoreland County until 1806 and then to Indiana County until 1830, when it was formally organized. Brookville, the county seat, was reportedly named for the numerous brooks and streams in the vicinity.

Jefferson County is located in west central Pennsylvania, centrally located approximately 85 miles south of the New York State line, approximately 75 miles east of the Ohio State line, approximately 70 miles northeast of the Pittsburgh Metropolitan area, approximately 125 miles southeast of Erie and approximately 75 west of State College. The County is linked by a modern network of transportation systems including the DuBois Regional Airport directly accessible from Interstate 80 and the Punxsutawney Municipal Airport. U.S. Interstate 80 crosses the middle of Jefferson County for 36 miles from west to east with six (6) interchanges providing access to the County. Other principal regional highways passing through the County include US Routes 119, 219 and 322, as well as State Routes 28 and 36.

The land area of the County is 655 square miles or approximately 419,200 acres. There are twenty-three (23) townships and eleven (11) boroughs in Jefferson County; the latter includes Brookville, the County Seat, and Punxsutawney, the most populous community. The contiguous counties are Armstrong, Clearfield, Indiana, Clarion, Forest and Elk. The relative approximate distances between Brookville and the County seats of these contiguous counties are as follows:

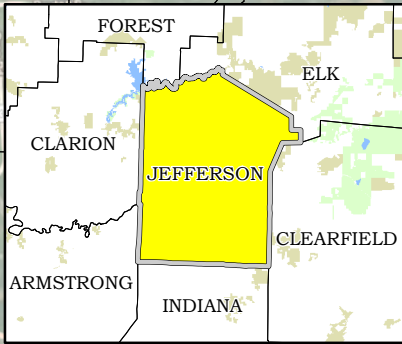
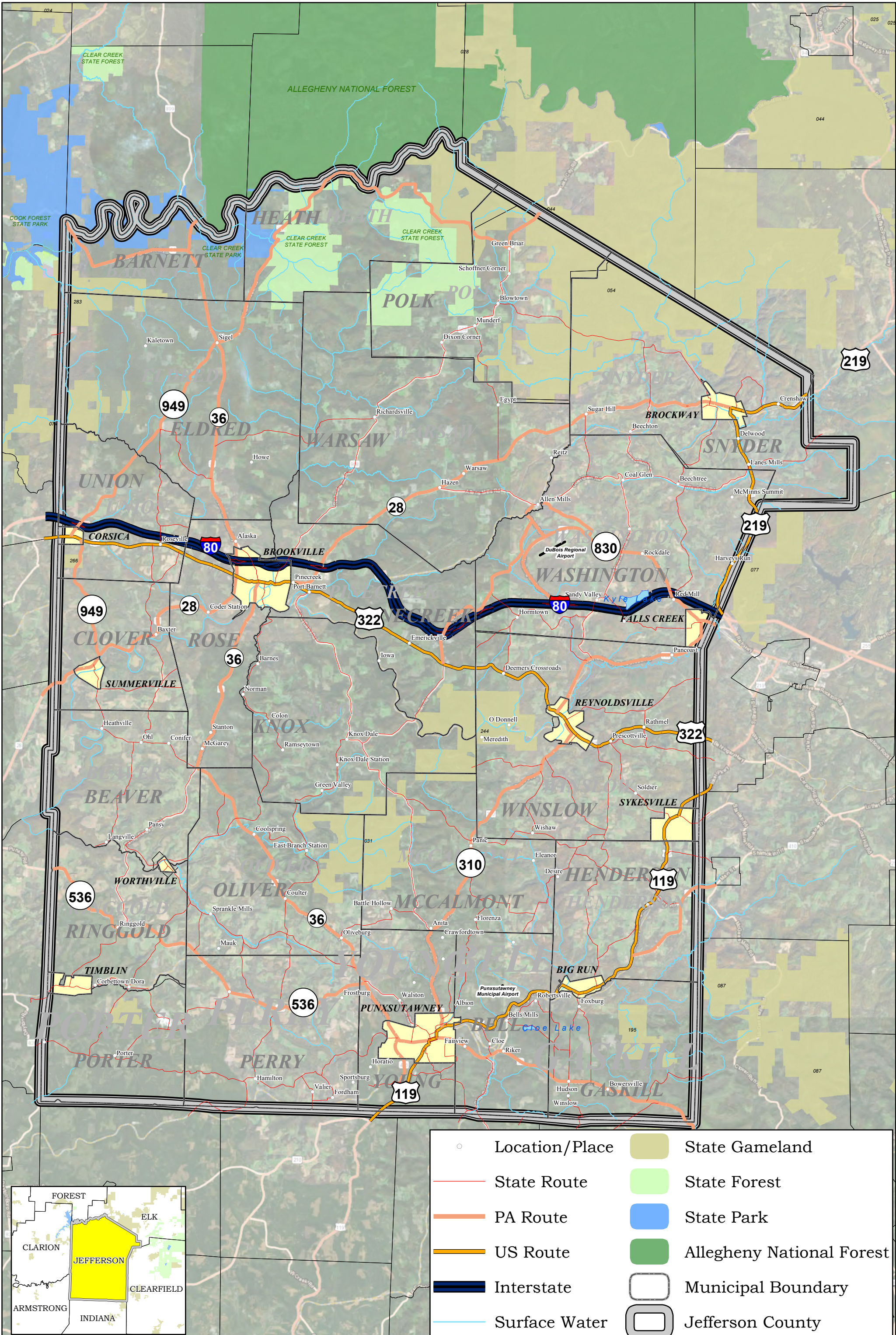
- ❑ Ridgway (Elk County) 35 miles
- ❑ Clearfield (Clearfield County) 40 miles
- ❑ Indiana (Indiana County) 47 miles
- ❑ Kittanning (Armstrong County) 40 miles
- ❑ Clarion (Clarion County) 20 miles
- ❑ Tionesta (Forest County) 38 miles

Past planning efforts has shown strengths and issues with the community facilities and utilities components of a community infrastructure that have a bearing on community life in general and future development in particular. Essentially, most utility service areas are confined to the older urbanized areas and/or areas on several I-80 Interchanges. A number of past community infrastructure activities in Jefferson County have focused on community utilities and services that affect the developmental potential and profile of the community, as well as the quality of life and the health and safety of residents.

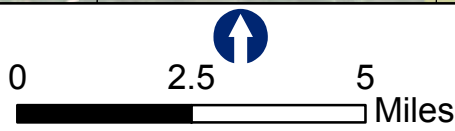
This *Community Infrastructure Strategy* updates information on resources determined to be critical to Jefferson County including public sewer and water service areas, growth areas and the Foreign Trade Zone (FTZ No. 254) located at the DuBois Regional Airport. The focal point of this *Strategy* are recommendations and actions centered on addressing priority issues and enhancing key opportunities that will improve the Jefferson County experience.

This *Strategy* aggregates and synthesizes input and guidance provided by the *Community Infrastructure Working Group* convened to oversee development of this *Strategy* and takes into account public input received at Community Workshops and from a Community Survey. This *Strategy* also involves original and secondary research gathered by The EADS Group. The *Strategy* is organized as follows:

- Background Analysis – providing a concise Community Infrastructure profile of Jefferson County.
- Synthesis of Information – includes an overview of related input received from the Community Workshops, Community Survey and the *Community Infrastructure Working Group*.
- Recommendations/Implementation – an action oriented strategic plan arranged by recommendations and actions keyed to the priority issues and opportunities identified by the planning process.



	Location/Place		State Gameland
	State Route		State Forest
	PA Route		State Park
	US Route		Allegheny National Forest
	Interstate		Municipal Boundary
	Surface Water		Jefferson County



JEFFERSON COUNTY

COMMUNITY FACILITIES AND UTILITIES PROFILE

This subsection focuses on basic community utilities and services that affect the developmental potential and profile of Jefferson County communities, as well as the quality of life and the health and safety of County residents. The following summarizes these community and utility services.

Sanitary Sewer Service

All of or parts of eighteen (18) municipalities are identified as having sanitary sewer service. There is a concentration of sanitary sewer service in the boroughs, with the exception of Timblin and Worthville, and segments of townships surrounding Brookville, Punxsutawney, Reynoldsville, Sykesville and Falls Creek. In the Brockway area, service is provided to all Borough residents and along US Rt. 219 in Snyder Township and to areas in Elk County. In Brookville, service extends along the PA Rt. 28 and 36 and US. Rt. 322 corridors. In Punxsutawney, service extends along the PA Rt. 36 and 310 and US. Rt. 119 corridors. No plans to significantly expand public sewer service were identified during the planning process.

City of DuBois Act 537 Plan

It was identified during the planning process that the City of DuBois is preparing an Act 537 Plan to address necessary improvements to their sanitary sewer system. A portion of this system serves Falls Creek Borough and an area along PA Rt. 830. Preliminary information resulting from the Act 537 Plan indicates the City of DuBois is planning on replacing or significantly updating their sewage treatment plant.

Public Water Service

All of or parts of nineteen (19) municipalities are identified as having public water service provided by eleven (11) authorities. Service is provided to approximately 27,000 residents. There is a slightly larger combined service area than what is found for the sanitary sewer service areas, with a similar concentration in the boroughs, again with the exception of Timblin and Worthville, and segments of townships surrounding them. In the Brockway area, service is provided to Brockway Borough, portions of Snyder Township and to areas in Elk County. In the Brookville area, water service extends along US. Rt. 322 to Corsica and along PA. Rt. 28. In the Punxsutawney area, service extends along the PA Rt. 36 and 310 and US. Rt. 119 corridors including into Big Run. No plans to significantly expand public water service were identified during the planning process. The Table on the following page summarizes water service providers, their service areas and the population served.

TABLE 1
Supply Agency and Service Area – Public Water Supply
Jefferson County – 2018

Service Provider	Service Area	Population Served
Brockway Borough Municipal Auth.	Brockway Boro., Snyder Twp (Partial) and Horton Twp (Partial)	4,384
Brookville Municipal Authority	Brookville Boro and portions of Pinecreek, Rose and Union Townships and Corsica Boro.	6,220
Eldred Twp. Municipal Authority	Sigel and Eldred Township (Partial)	382
Falls Creek Borough Municipal Authority	Falls Creek Boro. and Washington Twp.(Partial)	1,440
Henderson Township Municipal Authority	Henderson Twp (Partial)	354
Knox Township Municipal Authority	Knox Township (Partial)	300
Pa American Water Punxsutawney	Punxsutawney and Big Run Boros., and Young, Bell and McCalmont Twps.	8,800
Reynoldsville Water Authority	Reynoldsville Boro. and Winslow Twp.	2,908
Summerville Borough Municipal Authority	Summerville Boro.	700
Sykesville Area Authority	Sykesville Boro, Sandy Twp (Partial) and Winslow Twp (Partial)	1,500

Source: PADEP; Drinking Water Reporting System; 2018.

Source Water Protection and Developmental Interface

Water supply planning and operation are essentially local functions in Jefferson County, although the existence of multi-municipal service areas, agreements and providers shows that these types of services can be provided on a regional level. In addition, surface water is not only a critical natural and recreational resource but is a critical drinking water source for many communities and requires a level of watershed protection to preserve this resource. As cases in point, the following information further explains issues in the major service areas as per *Source Water Assessments* from PADEP for several of the multi-municipal community systems:

- The Brookville system's watershed covers nearly 100 square miles. Two streams have Exceptional Value designation while 13 others are in the High Quality designation. Overall the watershed has little risk of significant contamination.
- The Falls Creek watershed encompasses thirteen (13) square miles. The watershed is mostly forested with some agricultural and urban developed lands. Overall the watershed has moderate risk of significant contamination, and special attention should be given to stormwater runoff along transportation corridors, especially I-80, leading to the surface intake.
- The Pennsylvania American Water Company – Punxsutawney depends on one surface and three groundwater sources. The surface source watershed covers 42 square miles and is mostly forested with some agricultural development. Overall the watershed has little risk of significant contamination, although Laurel Branch Run is listed as being impaired due to acid mine drainage from abandoned mining.

A common theme for all three is that future watershed protection planning should focus on stormwater runoff along transportation corridors leading to the surface intake and best management practices should focus on diverting agricultural and residential runoff from surface waters. In addition, malfunctioning on-lot sewage disposal system concerns should be mitigated by proper inspections and maintenance.

Electric, Gas and Telecommunication Service

The following summarizes the availability of electric, gas and telecommunication services to Jefferson County communities. Representatives of these utility providers, along with sewer and water providers, were members of the *Community Infrastructure Working Group*. Their input suggested that not all locations within a service area are or can be served equally. They further suggested that availability and capacity of service requires evaluation on a site by site basis. Fortunately, these representatives are part of the planning and implementation process and can more readily assist the Jefferson County Department of Development in evaluating service capacity to potential development sites as they are identified.

- ❑ Electric - Most Jefferson County communities are served by electricity providers. Penelec is a primary service provider in the County. Penelec provides service to the Brookville area and areas to the northwest and southwest, the Brockway and Punxsutawney areas and several municipalities in the southeastern section of the County and in areas surrounding the I-80 Interchanges.
- ❑ Gas Service - The National Fuel Gas Distribution Corporation is a primary gas service provider in the County providing service to all or part of 20 Jefferson County municipalities including areas surrounding the I-80 Interchanges.
- ❑ Telecommunications – Adequate cellular and internet service is available to communities along the I-80 and US Rt. 322 Corridor, including Brookville and surrounding areas. Service is also provided to the Brockway and Punxsutawney areas. Input from the *Community Infrastructure Working Group* identified three (3) telecommunication gaps areas. This includes areas in the northern portion of the County including areas in and around the state lands along the northern border of the County. Areas to the south and west and south and east of Punxsutawney were also identified by the *Community Infrastructure Working Group*.

Aviation Service

Jefferson County currently has two airports that serve the area in different capacities. The Dubois Regional Airport (DUJ) is located on PA Rt. 830 between Brookville and Dubois in Washington Township, in eastern Jefferson County. It provides commercial air service to the County and surrounding areas. The Airport is not only important to Jefferson County, but is also a major link for the entire north central region in Pennsylvania due to its ability to meet the needs of business and leisure users in the region. The DuBois Regional Airport (DUJ) offers affordable flights multiple times a day to Pittsburgh International Airport and Baltimore-Washington Airport. The airport's current operations also include air cargo services. Its 5,505-foot bituminous runway can serve 12-passenger jets, small turbo prop airplanes, commuter airplanes, and low load 727/737 class jets. The Clearfield-Jefferson Regional Airport Authority operates the DuBois Regional Airport.

The Punxsutawney Municipal Airport is located just off US Rt. 119 between Punxsutawney and Big Run. The Airport is publicly owned, and is operated by the Punxsutawney Municipal Airport Authority. It provides general aviation services. The role of this airport is to meet the local needs of the general aviation and business communities and does not offer the types of commercial services provided at the DuBois Regional Airport.

Rail Freight Service

Freight rail service in Jefferson County is provided by the Buffalo and Pittsburgh (BPRR) Railroad. The BPRR is a part of the New York/Pennsylvania Region of Genesee & Wyoming Inc. (GWI), an integrated regional rail operation that delivers rail services throughout western New York and western Pennsylvania over 650 miles of mainline railroad. The BPRR lines include a line to Falls Creek, as well as a line in the extreme southern section of the County Punxsutawney.



The New York/Pennsylvania Region includes the Rochester & Southern Railroad and the South Buffalo Railway as well as the BPRR. These three lines have direct connections with both major U.S. railroads serving the east (CSX Transportation and Norfolk Southern) as well as with both of Canada's transcontinental railroads (Canadian National and Canadian Pacific). The BPRR provides for interconnections with various major rail carriers, including Norfolk Southern at Driftwood (to the northeast in Cameron County) and Freeport (to the southwest in Armstrong County); CSXT at New Castle and Erie, and Canadian lines in Buffalo.

Of vital importance to the Jefferson County economy is the BPRR's approximately 20-mile branch freight line servicing between Falls Creek and Brookville. In March 2018, the Pennsylvania State Transportation

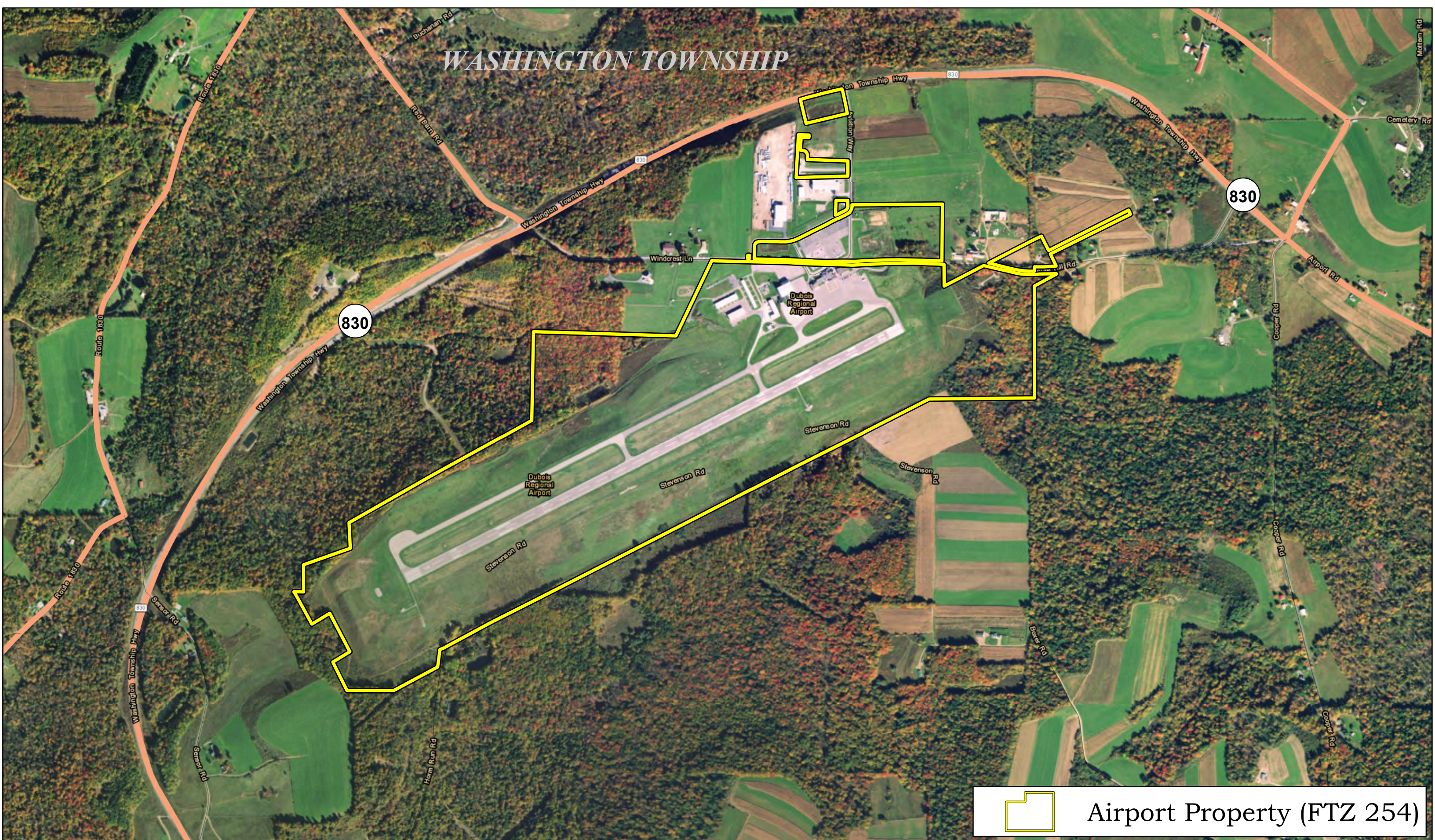
Commission (STC) approved a \$2.1 million grant for the Buffalo & Pittsburgh Railroad's Brookville Branch Service Retention project. The grant will provide support for track and bridge upgrades along the 20-mile rail line stretch which is used for shipments of Brookville Equipment's railroad locomotives and restored light rail vehicles, including vehicles used by the Southeastern Pennsylvania Transportation Authority (SEPTA).

Jefferson County Foreign Trade Zone No. 254

The Foreign Trade Zone (FTZ) Program was created by the Federal Government in the 1930's, and is an important aspect of U.S. Trade Policy today. Its purpose is to facilitate trade and increase the global competitiveness of U.S. based companies. The Foreign-Trade Zones program plays an important role in providing a level playing field when investment and production decisions are made. Certain types of merchandise can be imported into a FTZ without going through formal Customs entry procedures or paying import duties. A FTZ offers companies the opportunity to defer payment of Customs duty. More often, the company pays lower costs, not only to U.S. Customs, but to its bank, insurance company, and other vendors. In a FTZ, merchandise may be assembled, exhibited, manufactured, mixed, processed, relabeled, repackaged, repaired, salvaged, sampled, stored, tested, displayed, and destroyed.

In 2001, the North Central Pennsylvania Regional Planning and Development Commission (NCPRPDC) submitted an application to establish a General Purpose Foreign Trade Zone (FTZ) at the DuBois Regional Airport (DUJ). In March of 2002, the application was approved by the FTZ Board and the DuBois Regional Airport became the official site of FTZ No. 254. The NCPRPDC is the General Purpose Foreign Trade Zone Grantee. The NCPRPDC acts as the local liaison with the Federal Department of Commerce, Customs and Border Patrols (CBP) and the National Foreign Trade Zone Association (NFTZA). The General Purpose Zone is located within 60 statute miles from the northeastern corner of the Allegheny County line, the outermost limit of the Port of Pittsburgh, Customs Port of Entry, and meets the 90-minute driving time rule. The FTZ project is an outgrowth of the effort of NCPRPDC and regional business communities to establish a Customs User Fee Airport to serve the area in order to expedite and encourage commerce and job growth. The map on the following page highlights the location of the Foreign Trade Zone No. 254 at the Dubois Regional Airport. Approximately 8-acres are available at the Airport for development as part of the Foreign Trade Zone.

WASHINGTON TOWNSHIP



 Airport Property (FTZ 254)

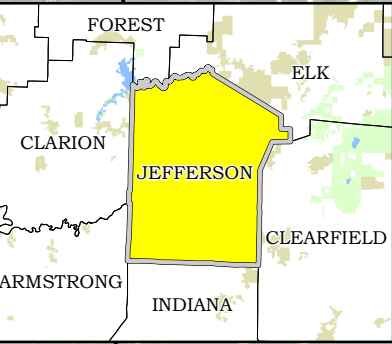
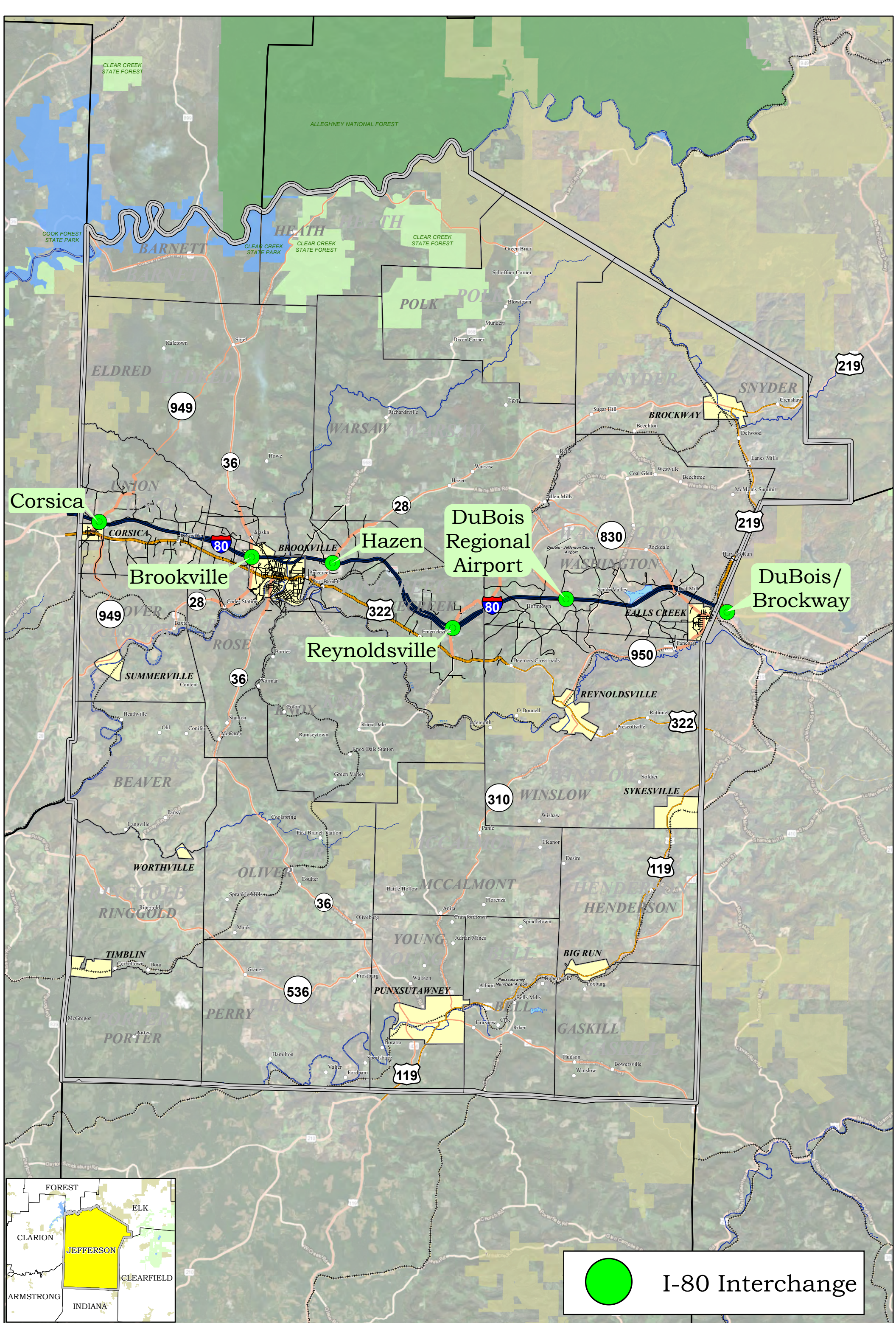
Interstate 80 Interchanges

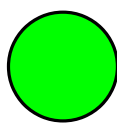
There are six (6) interchanges on Interstate 80 that serve Jefferson County. The locations are graphically depicted on the map on the following page, and described below:

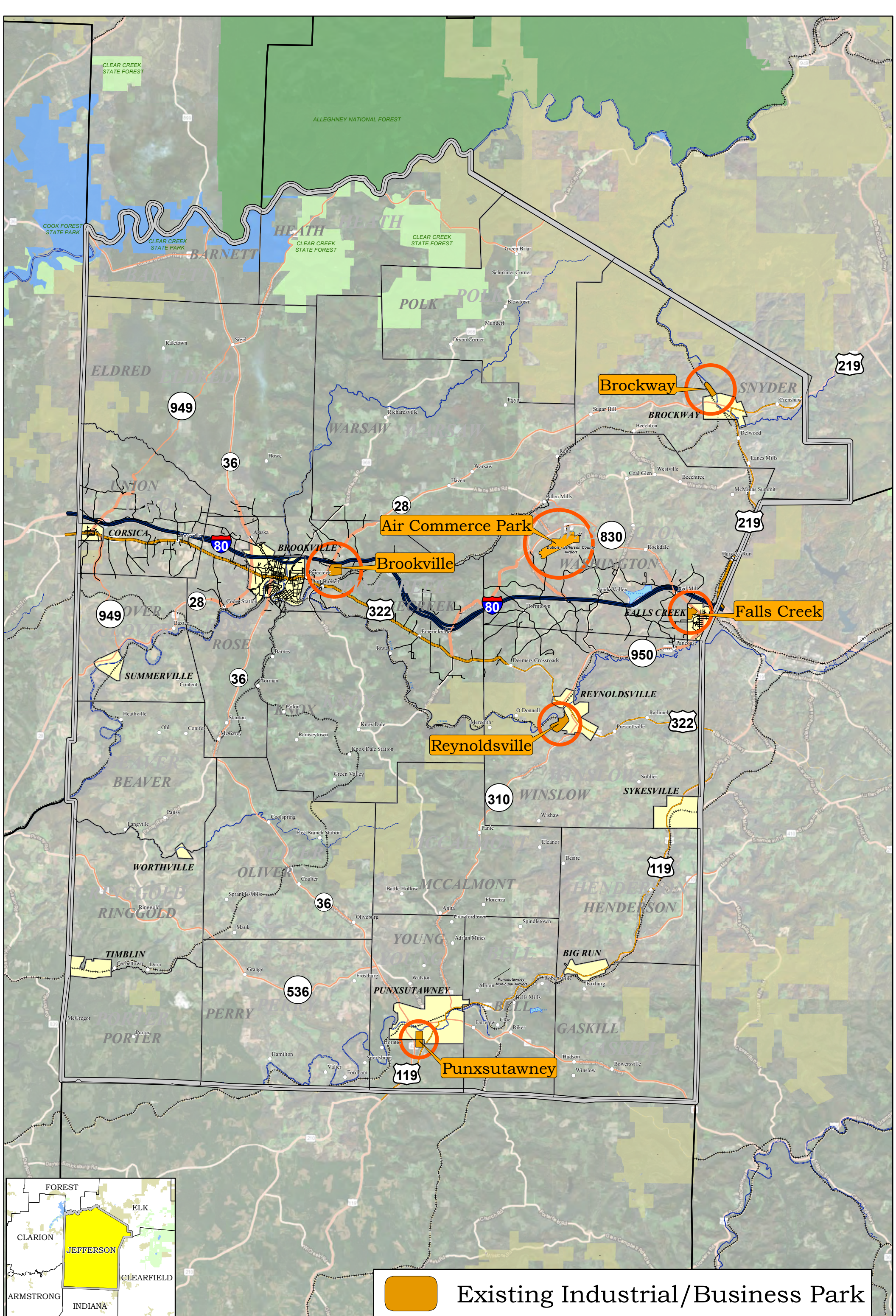
- The Corsica Interchange (Exit #73) - is in the extreme western section of Jefferson County in Union Township, adjacent to Corsica Borough and near the Clarion/Jefferson County Line. Access to PA Rt. 949 is provided from this interchange.
- The Sigel/Brookville Interchange (Exit #78) - is in the west-central section of the County just west of Brookville Borough. It provides access PA Rt. 36, US Route 322 and other State Routes. Access to the recreation and heritage resources located in the northwestern and northcentral sections of the County including and the Brookville Historic District, Clear Creek State Forest, Clear Creek State Park, Cook Forest State Park and the Allegheny National Forest is also provided from this interchange.
- The Hazen Interchange (Exit #81) - is located just east of Brookville in central Jefferson County in Pinecreek Township. It provides access to Brookville Borough and the Brookville Historic District, and to the Brockway area and the Scripture Rocks Heritage Park via PA Rt. 28.
- The Reynoldsville Interchange (Exit #86) - is in central Jefferson County. It provides access to Reynoldsville via US Rt. 322 east.
- The Dubois Regional Airport Interchange (Exit #90) - is in the east-central section of Jefferson County. It provides access to the Dubois Regional Airport via PA Rt. 830.
- The DuBois/Brockway Interchange (Exit #97) - is located immediately east of Jefferson County in Clearfield County. It provides access to the Brockway area via US Rt. 219 and to Falls Creek and Reynoldsville areas vis PA Rt. 950.

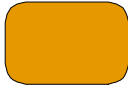
Industrial/Business Parks

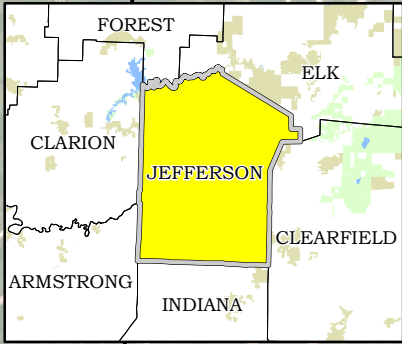
There are five (5) industrial/business parks and a Commerce Park that serve Jefferson County. The industrial/business parks are located in Brookville, Punxsutawney, Reynoldsville Brockway and Falls Creek. The Commerce Park is the DuBois Regional Airport. The locations of these areas are graphically depicted on the map on page 13.



 I-80 Interchange



 Existing Industrial/Business Park



Lumber Heritage Region of Pennsylvania

In 1989, the Pennsylvania DCNR designated 12 areas of the Commonwealth as historically and culturally significant regions, called *Heritage Areas*. Jefferson County is entirely within the *Lumber Heritage Region*. The Lumber Heritage Region is a 15-county, 12,500 square mile area of north-central Pennsylvania that is tied by its historic connection to forest resources and lumbering. The *Lumber Heritage Region of Pennsylvania* oversees the management, interpretation, marketing, and tourism efforts associated with the heritage region, with the goal of capitalizing on the history of the lumber industry to preserve the area's resources and sense of place.

- Lumber Heritage Region – Management Action Plan Update (2016) – The Lumber Heritage Region completed a Management Action Plan in 2016 that refocused their goals, objectives and project methodology. The Management Action Plan also established a Strategy for the interpretation of the themes and stories associated with the Region, the preservation and enhancement of the area's numerous natural and cultural resources, a wayfinding and navigation approach, clarification of marketing and promotion approaches and establishing new partnerships throughout the Region.

The Pennsylvania Wilds Conservation Landscape Initiative (CLI)

A companion program to DCNR's Heritage Areas, DCNR launched the Conservation Landscape Initiative (CLI) in 2004. The CLI is a collaborative process of working in large regions across Pennsylvania while providing support to local governments, community leaders, funders, businesses, non-profits, and individuals, to help communities protect their sense of place and the natural assets that make them unique. Jefferson County is located in the Pennsylvania Wilds CLI, a 12½-county region in north-central Pennsylvania in which forest products, outdoor recreation, and tourism are significant contributors to the region's character and economy. The Pennsylvania Wilds CLI was established to coordinate the efforts occurring across the region to conserve natural resources and stimulate the economy by increasing tourism and jobs and strengthening communities based on outdoor recreation and wilderness adventure experiences.

- Pennsylvania Wilds Design Guide for Community Character Stewardship - In 2007, the *Pennsylvania Wilds Design Guide for Community Character Stewardship* (known as the "PA Wilds Design Guide") was published to provide recommendations on the attributes of man-made features on the landscape. Although the *Design Guide's* recommendations are meant to be implemented voluntarily, some communities have updated their zoning ordinances and regulatory procedures to follow aspects of the *Design Guide*. Other communities have encouraged property owners and developers to use the *Design Guide* in their projects and have referred to the *Design Guide* during the review process of local development and revitalization projects to help these types of projects meet the recommendations made in the *Design Guide*.

SYNTHESIS OF INFORMATION

Information from various sources was gathered and reviewed in preparation of this *Community Infrastructure Strategy*. The interpretation, application and use of this information is critical to this localized planning effort. This chapter synthesizes the findings of the planning process, bringing together the context and perspective of priority conditions in the County as documented and reviewed in the public participation process, including from Public Meetings, a Community Survey and from *Community Infrastructure Working Group* discussions.



Public Meeting No. 1

Representatives from the community actively participated in a meeting designed to solicit input on major positive changes and major negative changes in the County in the past 10 years and the major issues facing the County. In general, comments received focused on economic development, community infrastructure and recreation and tourism topics. The following highlights comments received related to community infrastructure.

Positive Changes:

- Hi-speed internet access has increased in the County but gaps still exist.
- There are a number of Post-secondary schools in the County (BCAT, BC3, IUP- Punxy, Jeff Tech). And these schools are revising their curriculums to reflect the types of business/technical skills needed in the County.
- Jefferson County is half way (drive time) between New York City and Chicago. An advance in electronic logging of drive time hours by trucking companies is increasing the need for trucks to stop and rest in the County. Increases in overnight truck parking at I-80 interchanges in the County are being observed.
- There has been an increase in the amount of freight transported by rail to Falls Creek and other points located just outside of the County.
- Improved Air Service at the DuBois Regional Airport has resulted from the recent contract with Southern Airways.
- Foreign Trade Zone (FTZ No. 254) is located in Jefferson County and is generally centered around the DuBois Regional Airport. The FTZ is operated by the North Central Pennsylvania Regional Planning and Development Commission.

Major Community Infrastructure Opportunities:

- The County needs to capitalize on the increased number of trucks parking overnight at I-80 intersections.
- Develop a strategy to connect businesses/industries in the County with opportunities resulting from the Foreign Trade Zone. Need to better distribute (communicate/educate) information regarding the Zone and its benefits.
- Explore opportunities to create Sub Foreign Trade Zones in the County.
- Better and more consistent coordination is needed between municipal authorities/private water suppliers and developers/builders across the county. Noted that it can be difficult to work with authorities and this can impede development.
- Include Telecommunications (hi-speed internet) in the discussion of infrastructure improvements. Identify targeted Telecommunication upgrade areas in the County.
- Improve freight rail service and rail siding opportunities in the County. Inventory potential rail siding improvement projects.

Public Meeting No. 2

Public Meeting No. 2 was held to review the results of Public Meeting No. 1 and the Community Survey, and the initial findings of the *Community Infrastructure Strategy*. Opportunity for public engagement and feedback was also provided. The following highlights the key comments, input and guidance related to community infrastructure.

- An attendee discussed the historical significance of the Punxsutawney Municipal Airport and added that this positive impact continues to benefit local businesses.
- There was some discussion on how to develop a better system of communication between emergency providers, state police and local communities and residents for when an emergency response event occurs on Interstate 80 that requires traffic to be routed through local communities. It was noted that this issue has been discussed by the North Central Pennsylvania Regional Planning and Development Commission and that there was consideration for the Commission to study this further through their open-end consulting agreement and through their planning budget. In summary, it was suggested that the Strategy identifies the need for an Emergency Response Communication Strategy.

MPC Public Meeting

The MPC required Public Meeting was held to review the *Community Infrastructure Strategy* recommendations. The following highlights the key comments, input and guidance related to implementing the *Strategy*.

- Commissioner Jack Matson asked how he could best promote and implement plan. The EADS Group planners suggested preparing a concise executive summary that he and the other Commissioners and others could use to promote the Plan recommendations. The planners further noted that through adoption of the Plan, the Commissioners would then have the ability to assert oversight onto the implementation process and could direct County resources to assist the Planning Commission and local organizations resolve impediments and to otherwise work together to implement the recommendations.
- Commissioner Jack Matson also asked how various organizations could be engaged and brought together to collectively work on implementation. Mr. Brad Lashinsky responded saying that the County Planning Commission would take on the role of being the implementation committee and would invite different groups and organizations to attend the Planning Commission meetings and that the meetings could take on a workshop style. Mr. Lashinsky also noted that taking on this role would provide the Planning Commission with a more missioned focus role within the County.

Community Survey

A questionnaire was prepared in coordination with the Jefferson County Planning Commission as a means of eliciting input and perceptions of Jefferson County residents during the spring/summer of 2017. Overall, a total of 238 responses were received. The following highlights those responses related to community infrastructure:

- The results show that most residents like the rural/small town setting offered in the County. Residents also indicate the County is a good place to raise a family. Promoting the historic qualities and outdoor recreation opportunities will benefit the County.
- The rating of public services and facilities suggests a high satisfaction with “the basics” such as fire, police, electric service, as well as with the overall visual quality/aesthetics of the County and with public sewage and water service.
- Public transit is seen as the poorest of services, with municipal street/road maintenance, recreational facilities and Internet/cellular telephone service also being negatively rated.
- There is overwhelming consensus on the need and want for growth and development to occur in the County. Residents feel that growth/development should occur in areas with existing infrastructure and as well as in previously undeveloped areas not having existing infrastructure

Working Group Meeting No. 1

A meeting was held on May 31, 2017 with the *Community Infrastructure Working Group* to review the background and context for the overall planning effort and to discuss the expectations of the *Community Infrastructure Strategy*. The Working Group was also asked to review several maps depicting the location of public sewer and water and telecommunication gaps in the County. The following identifies the actions items identified by the Working Group.

- A number of revisions were made to the draft public sewer and water map mainly reflecting service area refinements and completed extensions.
- It was noted that a 2-mile boundary around each I-80 Intersection be added to the map to highlight Sewer and Water services in those areas.
- Identify proposed Growth Areas in the County. These will be consistent with areas surrounding I-80 Interchanges and locations where existing Public Sewer and Water service and other infrastructure is located.
- Recommendations for better utilization of the Foreign Trade Zone No. 254 in the County. May include Identifying Sub Zones throughout the County.
- The need for additional Business Park(s) in the County was identified. The Plan will identify potential locations.
- No revisions to the Telecommunications Gaps map were requested.

Working Group Meeting No. 2

A second meeting with the *Community Infrastructure Working Group* was held on September 13, 2017. The goals of this meeting were to review revised maps and to continue work on developing inventories of community infrastructure resources. A majority of the meeting was spent discussing the Foreign Trade Zone 254 with representatives of the North Central Regional Planning and Development Commission.

Working Group Meeting No. 3

The third meeting with the *Community Infrastructure Working Group* was held on January 24, 2018. The goals of this meeting were to review input from Community Workshop #2 as related to the *Community Infrastructure Strategy*, review and discussion on the key recommendations that will be included in the Strategy and to review various aspects related to implementing the Strategy. The following highlights the input and guidance provided by the Working Group:

- The following Vision Statement was approved:
Jefferson County uses the telecommunication upgrades and developmental capacity and pressures in areas proximate to the six (6) I-80 interchanges serving the county and in other developed areas in the County and on its existing Foreign Trade Zone designation to encourage and sustain more intense and/or highway-oriented retail and services, warehousing industries and light industrial development and redevelopment.
- The Jefferson County Planning Commission considers taking on the role of being the Strategic Plan Implementation Oversight Committee after the County Plan update is adopted.

Issues and Opportunities Statement

The matrix below summarizes discussion items encountered during the *Community Infrastructure Strategy* planning process. Based on input received from Public Meetings and the Community Survey, review of various sources of information and discussions amongst Working Group members, the following succinct statement of issues (i.e. challenges) and opportunities (i.e. strengths to build on) was prepared:

Issues	Opportunities
Information gaps exist on the locations of public sewer and water service areas.	The Sewer and Water Service Area Inventory and mapping from this <i>Strategy</i> provide an accurate depiction of public sewer and water service areas.
Lack of public sewer and water near the Reynoldsville and DuBois Regional Airport Interstate 80 Interchanges limits the development potential in these areas.	Growth Areas exists within two (2) miles around the Corsica, Sigel/Brookville, Hazen and the DuBois/Brockway interchanges, due to the presence of sewer and water service and telecommunications infrastructure.
The Jefferson County Foreign Trade Zone No. 254 is not being utilized as initially envisioned.	Renewed interest in the Foreign Trade Zone and opportunities to educate the Planning Commission on others on the technical and administrative nuisances of the Zone has resulted from the planning process conducted for this <i>Strategy</i> .
Additional industrial/business development sites are needed in the County.	An inventory of key locations along with a corresponding map highlighting their locations will be created as a product of the <i>Strategy</i> .
Traffic detoured off of I-80 through local communities can negatively impact the quality of life in those areas.	Evaluate the potential to develop an emergency notification system between the state police/PennDOT and local communities and in particular Brookville.

RECOMMENDATIONS AND IMPLEMENTATION

The planning process and input from the *Community Infrastructure Working Group* identified a number of priority goals and asset-based and implementable recommendations aimed at enhancing Jefferson County as a better destination. The planning process also revealed that the more subjective term of *quality of life* is intrinsically linked with community and economic opportunities within the County and all are part and parcel of place-making, which is recognized as an essential part of *real-world planning*.

The following section includes a detailed description of the context and recommendations within each issue area, as well as a summary Implementation Matrix of the recommendations, action items, suggested partnerships, priorities and the page reference for each recommendation/action item. Priorities and timetables are difficult to categorize, and priorities may change over time. Still, priorities and timetables are noted in the following manner:

- Immediate (on-going);
- Short-Term (1-3 years),
- Mid-Term (4-6 years); and
- Long Term (7+ years)

These are not hard and fast but are shown as a means of categorizing actions in relation to the level of importance and immediacy perceived as a result of input and discussion during the planning process.

Community Infrastructure Vision

The following Vision statement was developed by the *Community Infrastructure Working Group* to capture their approach towards enhancing Jefferson County.

Jefferson County uses the infrastructure upgrades and developmental capacity and pressures in areas proximate to the six (6) I-80 interchanges serving the county and in other developed areas in the County and on its existing Foreign Trade Zone designation to encourage and sustain more intense and/or highway-oriented retail and services, warehousing industries and light industrial development and redevelopment.

Priority Goal – Better Utilization of the Jefferson County Foreign Trade Zone No. 254.

Background

Foreign Trade Zones offer many benefits to companies involved with the importing and exporting of materials in the manufacturing process. The benefits can range from the reduction, deferment or elimination of duties and some taxes to designation of certain products as US Made if produced in the Foreign Trade Zone to having goods qualify for US Free Trade Agreements. Foreign Trade Zones can also provide streamlined Customs compliance, lower insurance costs, no time limits on material storage, and improved inventory control. In March of 2002, the Jefferson County Foreign Trade Zone No. 254 was officially created at the DuBois Regional Airport. The North Central Pennsylvania Regional Planning and Development Commission (NCPRPDC) is the General Purpose Foreign Trade Zone Grantee and acts as the local liaison with the Federal Department of Commerce, Customs and Border Patrols (CBP) and the National Foreign Trade Zone Association (NFTZA). Approximately 8-acres are available at the Airport for development as part of the Foreign Trade Zone. The Airport Authority will pay 50% toward parking lots and infrastructure costs for development associated with the Foreign Trade Zone.

Recommendation

By far, the highest priority of the *Community Infrastructure Working Group* is to invigorate a renewed focus on the Jefferson County Foreign Trade Zone No. 254. The following set of Actions gives guidance to the *Jefferson County Planning Commission*, *Jefferson County Department of Development* and the *North Central Regional Planning and Development Commission* on how to continue the efforts started in this planning process to achieve the economic development potential of the Jefferson County Foreign Trade Zone.

- **ACTION:** The *Jefferson County Planning Commission*, *Jefferson County Department of Development* and the *North Central Regional Planning and Development Commission* can actively coordinate with experts associated with the operation and administration of Foreign Trade Zones, export and import compliance, logistics, international business and finance. This is anticipated to take the form of attendance at presentations, webinars and through direct communication.
- **ACTION:** Representatives of the *Jefferson County Planning Commission*, *Jefferson County Department of Development* and the *North Central Regional Planning and Development Commission* can educate themselves on the following topics:
 - An understanding of all benefits offered by a Foreign Trade Zone and which one(s) in particular can provide the greatest incentives to existing and potential Jefferson County companies.
 - The differences between *Sub Zones* and *Floating Zones*, the procedures for creating each and the most effective approach for Jefferson County.
 - How to identify existing and potential companies who will benefit from the Jefferson County Foreign Trade Zone.

- Approaches for developing the Jefferson County Foreign Trade Zone and the importance of partnering with State and Local governments to collaborate on promotional efforts.
- **ACTION:** The *Jefferson County Department of Development* in conjunction with the *North Central Regional Planning and Development Commission* can inventory existing County business to identify those most likely to benefit from the Foreign Trade Zone.
- **ACTION:** The *Jefferson County Department of Development* in conjunction with the *North Central Regional Planning and Development Commission* can directly conduct outreach/recruitment efforts to those companies most likely to benefit from the Foreign Trade Zone and will educate them on the benefits, and how they can best take advantage, of the Foreign Trade Zone.
- **ACTION:** The *Jefferson County Department of Development* can support the *North Central Regional Planning and Development Commission* apply for/establish Sub Zones or Floating Zones in Jefferson County if determined to be appropriate.

Priority Goal – Address the Identified Gap in the Public Sewer and Water Service Areas Information Available to the County by Preparing a Map That Accurately Highlights These Service Areas in the County.

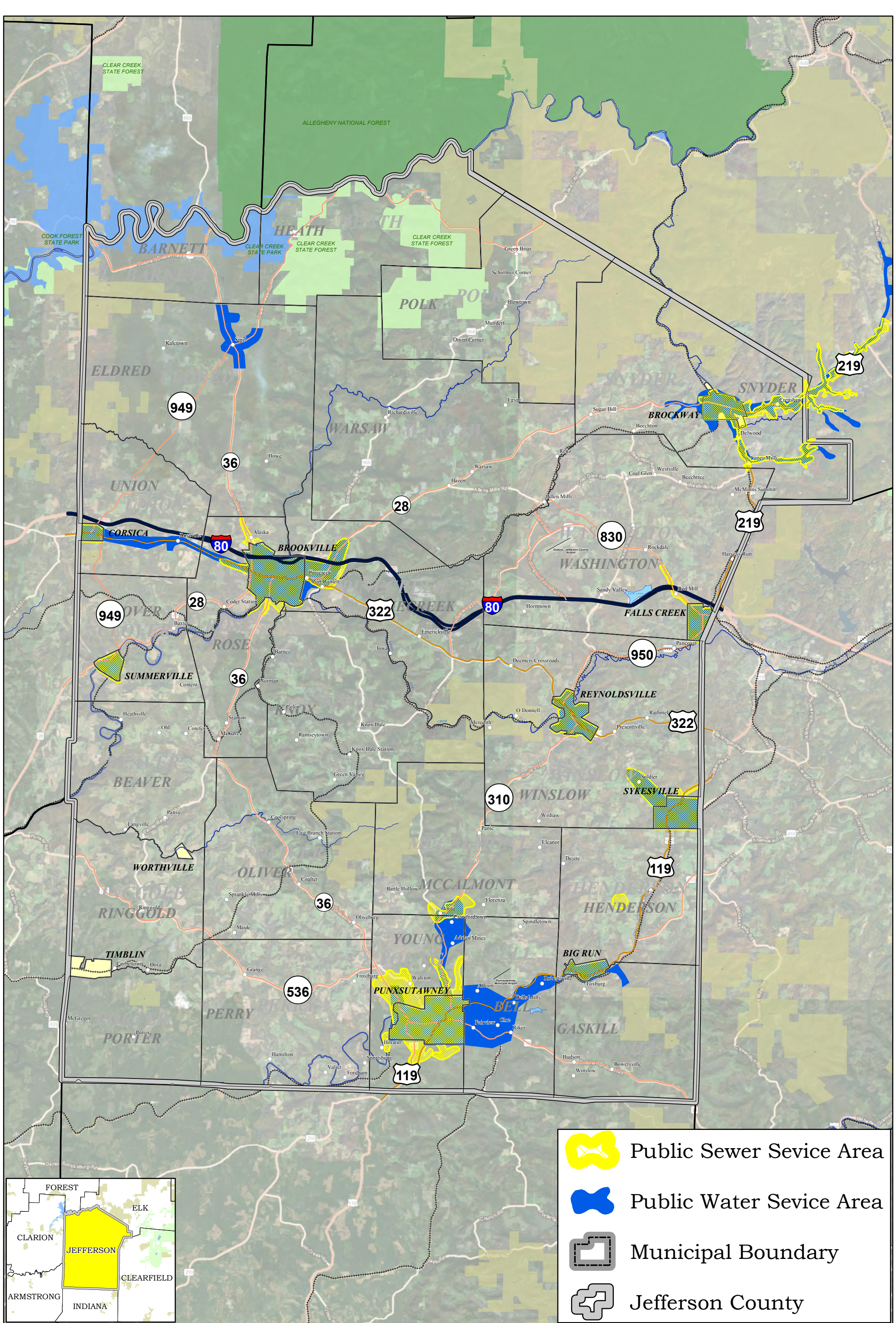
Background





Jefferson County contains a number of municipal authorities that provide public sewer and water service to County residents. Public water and sanitary sewer service areas are thought to interface fairly well in the County, although there are still some areas with public sewage that do not have public water and some areas with public water that are not served by public sewage. With the exception of a few, most boroughs and the more densely populated areas surrounding are served. Coordinated service areas essentially help to focus infrastructure-dependent future development and redevelopment efforts. Community and economic development efforts in the County will require accurate mapping of public sewer and water service areas to aid in their completion. The Community Infrastructure Working Group agreed that preparing a map that accurately depicts the Public Sewer and Water Service Areas in the County as part of this Strategy is a high priority.

Recommendation

Prepare a comprehensive map that accurately depicts the Public Sewer and Water Service Areas in the County.

- **ACTION:** Guidance from the *Community Infrastructure Working Group* facilitated preparation of the *Public sewer and Water Service Area Map* as part of the development of this Strategy. This map is provided on the following page.
- **ACTION:** The prepared *Public sewer and Water Service Area Map* can be used by the *Jefferson County Department of Development* and incorporated into economic development and other recruitment modules produced by Localintel for new resident and business/industry and/or new hire recruitment and relocation assistance purposes.
- **ACTION:** The *Public Sewer and Water Service Area Map* can be used by the *Jefferson County Planning Commission* and the *Jefferson County Department of Development* as a guide to support business and industry development projects within the County.



-  Public Sewer Service Area
-  Public Water Service Area
-  Municipal Boundary
-  Jefferson County

Priority Goal – Incorporate the Public Water and Sewer Service Area Information, Known Telecommunication Upgrade Areas, Areas in Proximity to the Interstate 80 Interchanges, the location of the Jefferson County Foreign Trade Zone and Other Developed Areas to Designate Jefferson County Growth Areas.

Background

Members of *Community Infrastructure Working Group* emphasized the great developmental potential that exists within two (2) miles around the Corsica, Sigel/Brookville, Hazen and the DuBois/Brockway Interstate 80 interchanges, due to the presence of sewer and water service and telecommunications infrastructure. This potential was echoed in Community Survey and by residents at Public Meetings. Some of the densest commercial and industrial development in the County already exists in and around the Brookville and Hazen interchanges and there are indications that more intense development will start occurring at the Corsica interchange. Likewise, the DuBois/Brockway Interchange area sustains commercial development catering to Interstate traffic. This is not the case for the Reynoldsville and Dubois Regional Airport Interchange areas. Public sewer and water service areas in and around the boroughs of Brookville, Brockway, Punxsutawney, Summerville, Sykesville and Reynoldsville opens these communities up for future community based growth and development. The Jefferson County Foreign Trade Zone No. 254 provides a significant opportunity for economic growth and development. Conversely, there are areas in the County that should continue to sustain less intense land uses associated with rural land.

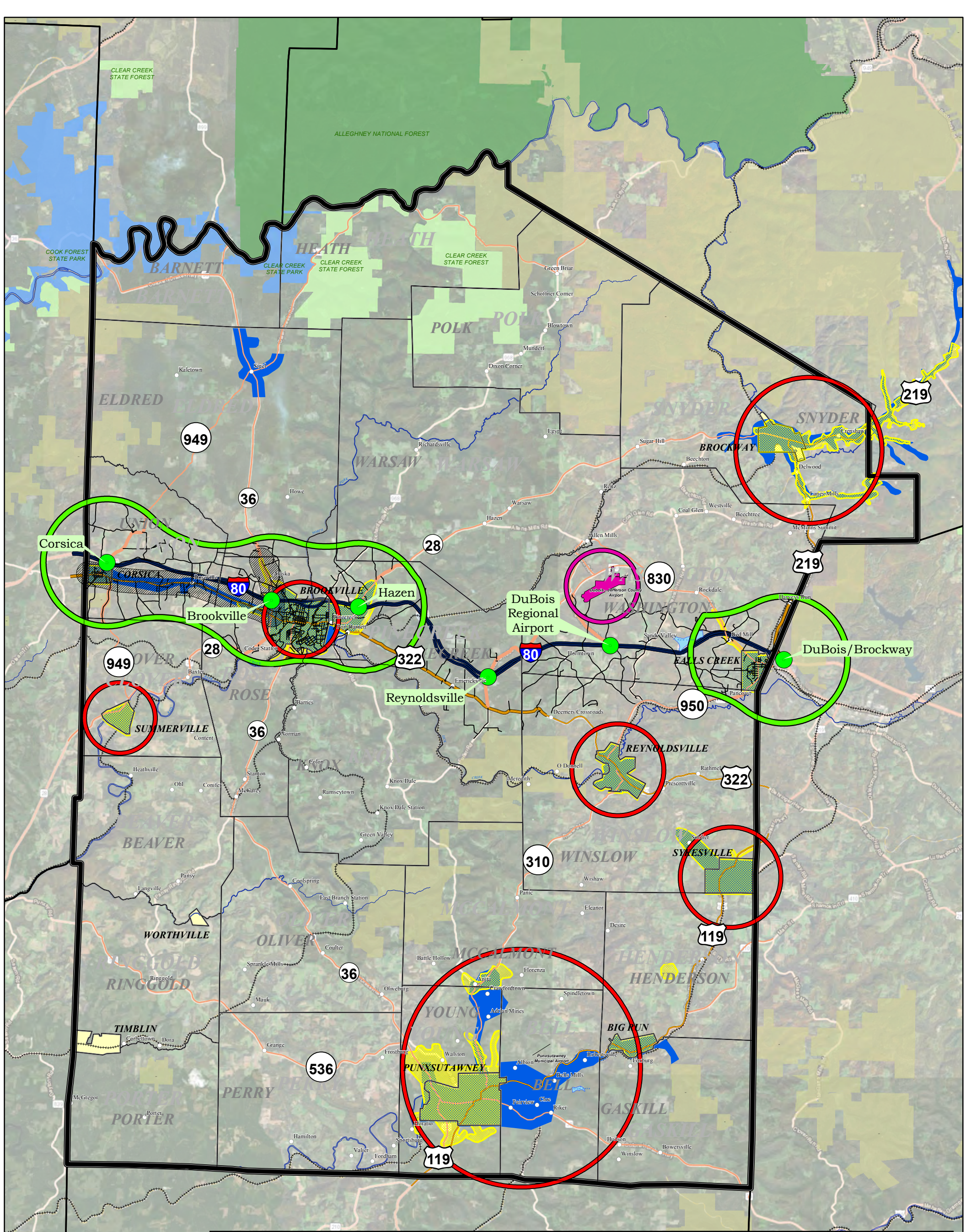
Recommendations









The presence of infrastructure, local community enhancements, economic incentives and transportation-based development pressures are largely guiding development and growth in present day Jefferson County. The *Community Infrastructure Working Group* recognizes that there are areas in the County that appear to be more appropriate for and more likely to experience growth and development, due to an existing community framework, presence of sewer and water and other utility services, the Interstate 80 corridor, telecommunication improvements and economic development incentives. These *Growth Areas* are critical components in future land use planning and encompass many of the larger boroughs and surrounding areas, interchange areas on Interstate 80 and the Jefferson County Foreign Trade Zone. The Growth Areas include the following and the *Growth Areas Map* on page 28 highlights the location of the recommended Growth Areas in the County.

- Community Growth Areas – Includes the Boroughs of Punxsutawney, Brookville, Brockway, Reynoldsville, Sykesville and Summerville and respective areas in surrounding townships. These are major focal points suitable for residential, business and community based development. These communities are recognized as hubs that relieves the development pressure of rural and agricultural areas. Within these communities the role of Brookville as a County Seat, key node on I-80 and in depicting local history is important. The role of Brockway and Punxsutawney in the regional tourism industry is also crucial. All of the communities within this Growth Area will have a key supporting role in the

overall community and economic development growth in the County. Younger, more skilled, higher-income residents will demand a certain level of convenience and services. Most will want to live in proximity to an accessible and vibrant community setting.

- Interstate 80 Interchange Growth Areas – These are areas within two (2) miles of the Corsica Interchange (Exit #73), Sigel/Brookville Interchange (Exit #78), the Hazen Interchange (Exit #81) and the DuBois/Brockway Interchange (Exit #97) areas where infrastructure (sewer, water, gas, telecommunications) is available or in proximity and where the capacity is available to sustain larger commercial and industrial development serving the larger region and/or traveling public.
- The Jefferson County Foreign Trade Zone (FTZ) No. 254 Growth Area – this is the designated Foreign Trade Zone at the DuBois Regional Airport.
- Low Density/Rural Area – This includes all the remaining areas in the County not within a recommended Growth Areas described above. This area consists of privately-owned agricultural, forested, scattered low-density residential and open space lands consisting of state parks, forests and gamelands, as well as pockets of private land within and surrounding these public largely forested areas. Continuation of less intense land uses associated with private rural land devoid of community infrastructure is encouraged. **Operations or practices that incorporate injection wells are opposed in these areas. Operations or practices that result in the conversion of private land to public land are also discouraged.**
- **ACTION:** The *Jefferson County Department of Development* can continue to coordinate with utility providers in the Interstate 80 Interchange Growth Areas to identify and expand their capacity to serve potential development sites.
- **ACTION:** The *Jefferson County Planning Commission* can actively engage with representatives from the Community Growth Areas including in the Boroughs of Punxsutawney, Brookville, Brockway, Reynoldsville, Sykesville and Summerville and respective areas in surrounding townships to promote and encourage use of the *PA Wilds Design Guide* and incorporation into local community revitalization initiatives. The *Jefferson County Planning Commission* can work with these communities to identify local issues and opportunities and resolve impediments to incorporating elements of the *PA Wilds Design Guide*.
- **ACTION:** The *Jefferson County Planning Commission* in collaboration with representatives from the Community Growth Area communities works with the *Lumber Heritage Region of Pennsylvania* to implement recommendations of their Management Action Plan within these communities.
- **ACTION:** The *Jefferson County Planning Commission* can actively coordinate with the North Central Regional Planning and Development Commission to conduct education and outreach efforts for the Jefferson County FTZ No. 254.



- | | | | |
|---|--|---|-----------------------------|
|  | Municipal Growth Areas |  | I-80 Interchange |
|  | Interstate 80 Interchange Growth Areas |  | Telecommunications Upgrades |
|  | Foreign Trade Zone Growth Area |  | Public Sewer Service Area |
|  | Low Density/Rural Area |  | Public Water Service Area |

Priority Goal – Identify Areas within the Growth Areas Having the Potential to be Developed as an Industrial or Business Park

Background

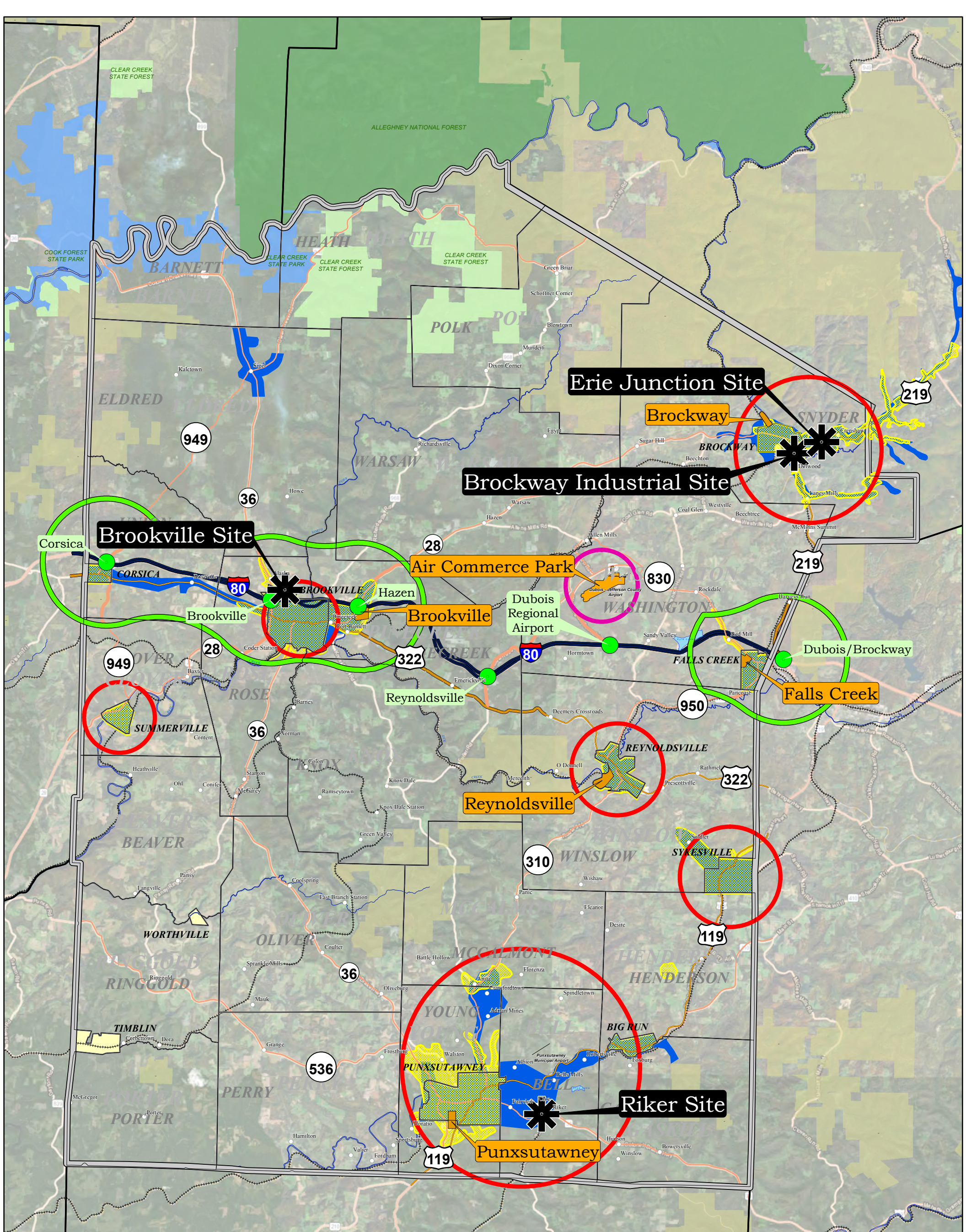
There are five (5) industrial/business parks and a Commerce Park that serve Jefferson County. The industrial/business parks are located in Brookville, Punxsutawney, Reynoldsville Brockway and Falls Creek. The Commerce Park is located at the DuBois Regional Airport. The *Community Infrastructure Working Group* noted during the planning process that the existing industrial parks are at or are nearing capacity. And it was quickly learned that expansion of the Parks is not an option since they are essentially built out and floodplain and other natural factors negate the expansion of it onto surrounding land. *The Community Infrastructure Working Group* identified that efforts directed towards developing additional industrial/business parks in the County was a high priority.









Recommendation

Identify potential sites in the County that could be developed into new Industrial/Business Parks and encourage economic development efforts to focus on finding, preparing and marketing the sites.

- **ACTION:** Guidance from the *Community Infrastructure Working Group* facilitated identification of potential industrial/business park areas and preparation of an associated *Industrial/Business Park Recommendations Map* as part of the development of this Strategy. These sites include the Riker Site near Punxsutawney, a site in Brookville near the Brookville High School, an Industrial Site in Brockway and the Erie Junction Site in Snyder Township. The *Recommendations Map* is provided on page 31.
- **ACTION:** The *Jefferson County Planning Commission* in conjunction with the *Jefferson County Department of Development* considers completing feasibility studies to verify there is adequate sewer and water, electric and gas capacity to service future development at these sites and to define the physical and financial viability of developing the sites.
- **ACTION:** The *Jefferson County Department of Development* initiates discussions with the Genesee & Wyoming (G&W) to identify ways to coordinate the development of the proposed Brockway Industrial Site recognizing the mutual benefits of tax base/job creation for the community and potential rail customer for the railroad.
- **ACTION:** The *Jefferson County Department of Development*, in conjunction with Snyder Township, pursues reuse and development of land and buildings fronting US Route 219 North in Snyder Township, just east of the Borough in the Erie Junction area. Portions of the site abut the B&P rail lines.

- **ACTION:** The *Jefferson County Department of Development* considers a Brownfields site assessment/remediation approach for other vacant/underutilized buildings and sites, including surplus O-I properties and the former Mould Shop on Route 219 North in the Brockway Area, accessing various USEPA Brownfields programs and the PADCED *Industrial Sites Reuse Program*. It is worth noting that Brownfields funds may be targeted for buildings/sites having environmental issues *or* buildings/sites where redevelopment and reuse is hampered by *perceived* environmental issues.



-  Potential Industrial/Business Park
-  Existing Industrial/Business Park
-  I-80 Interchange
-  Foreign Trade Zone Growth Area
-  Interstate 80 Interchange Growth Areas
-  Municipal Growth Areas
-  Public Sewer Service Area
-  Public Water Service Area

Priority Goal – Develop a Communication Strategy Between the State Police/First Responders and Local Communities Near Interstate 80.

Background

Clearly the highest traffic volumes in Jefferson County are found along I-80, where approximately 25,000 vehicles travel east or west each day. The volume is slightly higher west of Brookville. Communities proximate to the Interstate include Corsica, Brookville, Reynoldsville and Falls Creek. Each of these communities are accessible to I-80 via an existing Interchange. And in the case of Brookville, there are two (2) I-80 Interchanges that provide access into the Borough. Accidents along the Interstate often require lane closures and establishing detour routes that use the existing I-80 interchanges and state and local roads located through Corsica, Brookville, Reynoldsville and Falls Creek to circumvent closed sections on the Interstate. During times when Interstate 80 traffic is unexpectedly detoured through local communities, the immediate influx of vehicles and trucks through these local communities can cause significant congestion and unsafe conditions and can put undue pressures on local infrastructure, police and fire departments and can cause significant inconveniences to local businesses and residents.

Recommendation

The need to develop a communication system between emergency providers, state police and local communities and residents for when an emergency response event occurs on Interstate 80 that requires traffic to be detoured through local communities was identified during the Public Participation process for this Plan update. It was noted during the planning process that this issue had been previously discussed by the *North Central Pennsylvania Regional Planning and Development Commission* and that there was consideration for the Commission to study this further through their open end consulting agreement and through their planning budget. Unfortunately, this type of study was not completed. Therefore, this Strategy recommends that a Communication Strategy be studied, developed and put in place between the State Police, First Responders and others associated with the operation of Interstate 80 and the local communities in proximity to Interstate 80.

- **ACTION:** The *Jefferson County Planning Commission* can initiate discussions with the *North Central Pennsylvania Regional Planning and Development Commission* to identify options for studying, developing and installing a Communication Strategy.
- **ACTION:** The *Jefferson County Planning Commission* can actively coordinate with the *North Central Pennsylvania Regional Planning and Development Commission* to identify and resolve impediments to further studying, developing and implementing the Communication Strategy.
- **ACTION:** The *Jefferson County Planning Commission* can identify other actions Jefferson County can take to assist in the completion of the Communication Strategy.

**Community Infrastructure Strategy
Implementation Matrix**

Priority Goal – Better Utilization of the Jefferson County Foreign Trade Zone No. 254.				
Recommendations	Actions	Implementation		
		Priority	Suggested Partnerships	Page Reference
<p>By far, the highest priority of the <i>Community Infrastructure Working Group</i> is to invigorate a renewed focus on the Jefferson County Foreign Trade Zone No. 254. The <i>Jefferson County Planning Commission</i>, <i>Jefferson County Department of Development</i> and the <i>North Central Regional Planning and Development Commission</i> are recommended to continue the efforts started in this planning process to achieve the economic development potential of the Foreign Trade Zone.</p>	<p>The <i>Jefferson County Planning Commission</i>, <i>Jefferson County Department of Development</i> and the <i>North Central Regional Planning and Development Commission</i> can actively coordinate with experts associated with the operation and administration of Foreign Trade Zones, export and import compliance, logistics, international business and finance. This is anticipated to take the form of attendance at presentations, webinars and through direct communication.</p>	Immediate	<p>Jefferson County Planning Commission Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	22
	<p>Representatives of the <i>Jefferson County Planning Commission</i>, <i>Jefferson County Department of Development</i> and the <i>North Central Regional Planning and Development Commission</i> can educate themselves on the following topics:</p> <ul style="list-style-type: none"> ▪ An understanding of all benefits offered by a Foreign Trade Zone and which one(s) in particular can provide the greatest incentives to existing and potential Jefferson County companies. ▪ The differences between <i>Sub Zones</i> and <i>Floating Zones</i>, the procedures for creating each and the most effective approach for Jefferson County. ▪ How to identify existing and potential companies who will benefit from the Jefferson County Foreign Trade Zone. ▪ Approaches for developing the Jefferson County Foreign Trade Zone and the importance of partnering with State and Local governments to collaborate on promotional efforts. 	Immediate	<p>Jefferson County Planning Commission Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	22
	<p>The <i>Jefferson County Department of Development</i> in conjunction with the <i>North Central Regional Planning and Development Commission</i> can inventory existing County business to identify those most likely to benefit from the Foreign Trade Zone.</p>	Short-Term	<p>Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	23
	<p>The <i>Jefferson County Department of Development</i> in conjunction with the <i>North Central Regional Planning and Development Commission</i> can conduct direct outreach/recruitment efforts to those companies most likely to benefit from the Foreign Trade Zone and can educate them on how they can take advantage of the Foreign Trade Zone.</p>	Short-Term	<p>Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	23
	<p>The <i>Jefferson County Department of Development</i> can support the <i>North Central Regional Planning and Development Commission</i> apply for/establish Sub Zones or Floating Zones if appropriate.</p>	Mid-Term	<p>Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	23

Priority Goal - Address the Identified Gap in the Public Sewer and Water Service Areas Information Available to the County by Preparing a Map That Accurately Highlights These Service Areas in the County.

Recommendation	Actions	Implementation		
		Priority	Suggested Partnerships	Page Reference
Prepare a comprehensive map that accurately depicts the Public Sewer and Water Service Areas in the County.	Input and Guidance from the <i>Community Infrastructure Working Group</i> facilitated preparation of the <i>Public sewer and Water Service Area Map</i> as part of the development of this Strategy.	Immediate	Jefferson County Planning Commission	24
	The <i>Public sewer and Water Service Area Map</i> can be used by the <i>Jefferson County Department of Development</i> and incorporated into economic development and other recruitment modules produced by Localintel for new resident and business/industry and/or new hire recruitment and relocation assistance purposes	Short-Term	Jefferson County Department of Development	24
	The <i>Public sewer and Water Service Area Map</i> can be used by the <i>Jefferson County Department of Development</i> as a guide to support business and industry development projects within the County.	Mid-Term	Jefferson County Department of Development	24

Priority Goal – Incorporate the Public Water and Sewer Service Area Information, Known Telecommunication Upgrade Areas, Areas in Proximity to the Interstate 80 Interchanges, the location of the Jefferson County Foreign Trade Zone and Other Developed Areas to Designate Jefferson County Growth Areas.

Recommendation	Actions	Implementation		
		Priority	Suggested Partnerships	Page Reference
<p>The <i>Community Infrastructure Working Group</i> recognizes there are areas in the County that appear to be most appropriate for and more likely to experience development, due to their location relative to existing development, the regional transportation network, telecommunication improvements, sewer and water infrastructure and the economic development incentives. These Growth Areas are critical components in future land use planning, encompassing many of the larger boroughs and surrounding areas, interchange areas on I-80 and the Jefferson County Foreign Trade Zone.</p>	<p>The following are designated as the Jefferson County Growth Areas:</p> <ul style="list-style-type: none"> □ Community Growth Areas - Boroughs of Punxsutawney, Brookville, Brockway, Reynoldsville, Sykesville and Summerville and respective areas in surrounding townships. □ Interstate 80 Interchange Growth Areas – The Corsica Interchange (Exit #73), Sigel/Brookville Interchange (Exit #78), the Hazen Interchange (Exit #81) and the DuBois/Brockway Interchange (Exit #97). □ The Jefferson County Foreign Trade Zone No. 254 Growth Area. □ Low Density/Rural Area - consisting of privately-owned agricultural, forested, scattered low-density residential and open space lands consisting of state parks, forests and gamelands, as well as pockets of private land within and surrounding these public largely forested areas. Continuation of less intense land uses associated with private rural land devoid of community infrastructure is encouraged. Operations or practices that result in the conversion of private lands to public land are discouraged. 	Immediate	Jefferson County Planning Commission	26
	<p>The <i>Jefferson County Department of Development</i> can continue to coordinate with utility providers in the I-80 Growth Areas to identify their capacity to serve potential development sites.</p>	Short-Term	Jefferson County Dept.of Development Utility Providers	27
	<p>The <i>Jefferson County Planning Commission</i> can actively engage with representatives from the Community Growth Areas including in the Boroughs of Punxsutawney, Brookville, Brockway, Reynoldsville, Sykesville and Summerville and respective areas in surrounding townships to promote and encourage use of the <i>PA Wilds Design Guide</i> and incorporation into local community revitalization initiatives. The <i>Jefferson County Planning Commission</i> can work with these communities to identify local issues and opportunities and resolve impediments to incorporating elements of the <i>PA Wilds Design Guide</i>.</p>	Immediate	Jefferson County Planning Commission Municipal Representatives PA Wilds	27
	<p>The <i>Jefferson County Planning Commission</i> in collaboration with representatives from the Community Growth Areas, including in the Boroughs of Punxsutawney, Brookville, Brockway, Reynoldsville, Sykesville and Summerville and respective areas in surrounding townships can work with the <i>Lumber Heritage Region of Pennsylvania</i> to implement recommendations of their Management Action Plan within these communities.</p>	Short-Term	Jefferson County Planning Commission Lumber Heritage Region Municipal Representatives	27
	<p>The <i>Jefferson County Department of Development</i> can actively coordinate with the <i>North Central Regional Planning and Development Commission</i> on education/outreach efforts for the Jefferson County Foreign Trade Zone No. 254.</p>	Short-Term	Jefferson County Dept.of Development North Central Regional Planning and Development Commission	27

Priority Goal – Identify Areas within the Growth Areas Having the Potential to be Developed as an Industrial or Business Park				
Recommendation	Actions	Implementation		
		Priority	Suggested Partnerships	Page Reference
Identify potential sites in the County that could be developed into new Industrial/Business Parks and encourage economic development efforts to focus on finding, developing and marketing the sites.	Guidance from the <i>Community Infrastructure Working Group</i> facilitated identification of potential industrial/business park areas and preparation of an associated <i>Industrial/Business Park Recommendations Map</i> as part of the development of this Strategy. These sites include the Riker Site near Punxsutawney, a site in Brookville near the Brookville High School, an Industrial Site in Brockway and the Erie Junction Site in Snyder Township.	Immediate	Jefferson County Planning Commission	29
	The <i>Jefferson County Planning Commission</i> in conjunction with the <i>Jefferson County Department of Development</i> considers completing feasibility studies to verify there is adequate sewer and water, electric and gas capacity to service future development at these sites and to analyze the physical and financial viability of developing the sites.	Short Term	Jefferson County Planning Commission Jefferson County Department of Development Utility Providers	29
	The <i>Jefferson County Department of Development</i> can initiate discussions with the Genesee & Wyoming (G&W) to identify ways to coordinate and more visible market the proposed Brockway Industrial Site recognizing the mutual benefits of tax base/job creation for the community and potential rail customer for the railroad.	Mid-Term	Jefferson County Department of Development Genesee & Wyoming (G&W) Rail Road	29
	The <i>Jefferson County Department of Development</i> , in conjunction with Snyder Township, can pursue reuse and development of land and buildings fronting US Route 219 North in Snyder Township, just east of the Borough in the Erie Junction area. Portions of the site abut the B&P rail lines.	Mid-Term	Jefferson County Department of Development Snyder Township	29
	The <i>Jefferson County Department of Development</i> considers a Brownfields site assessment/remediation approach for vacant/underutilized buildings and sites, including surplus O-I properties and the former Mould Shop on Route 219 North in the Brockway Area, accessing various USEPA Brownfields programs and the PADCED <i>Industrial Sites Reuse Program</i> . It is worth noting that Brownfields funds may be targeted for buildings/sites having environmental issues or buildings/sites where redevelopment and reuse is hampered by <i>perceived</i> environmental issues.	Long-Term	Jefferson County Department of Development	30

Priority Goal – Develop a Communication Strategy Between the State Police/First Responders and Local Communities Near Interstate 80.

Recommendation	Actions	Implementation		
		Priority	Suggested Partnerships	Page Reference
<p>The need to develop a communication system between emergency providers, state police and local communities and residents for when an emergency response event occurs on Interstate 80 that requires traffic to be detoured through local communities was identified during the Public Participation process for this Plan update. It was noted during the planning process that this issue had been previously discussed by the <i>North Central Pennsylvania Regional Planning and Development Commission</i> and that there was consideration for the Commission to study this further through their open end consulting agreement and through their planning budget. Unfortunately, this type of study was not completed. Therefore, this Strategy recommends that a Communication Strategy be studied, developed and put in place between the State Police, First Responders and others associated with the operation of Interstate 80 and the local communities in proximity to Interstate 80</p>	<p>The <i>Jefferson County Planning Commission</i> can initiate discussions with the <i>North Central Pennsylvania Regional Planning and Development Commission</i> to identify options for studying, developing and installing a Communication Strategy.</p>	Short-Term	<p>Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	32
	<p>The <i>Jefferson County Planning Commission</i> can actively coordinate with the <i>North Central Pennsylvania Regional Planning and Development Commission</i> to identify and resolve impediments to further studying, developing and implementing the Communication Strategy.</p>	Mid-Term	<p>Jefferson County Department of Development North Central Regional Planning and Development Commission</p>	32
	<p>The <i>Jefferson County Planning Commission</i> can identify other actions Jefferson County can take to assist in the completion of the Communication Strategy.</p>	Mid-Term	<p>Jefferson County Planning Commission</p>	32