



PERKIOMEN TOWNSHIP BOARD OF SUPERVISORS SPECIAL MEETING MINUTES: JUNE 6, 2017

BOARD MEMBERS PRESENT: William Patterson, Chairman
Richard Kratz, Vice-Chairman
Janet Heacock, Member
Gordon MacElhenney, Member
Dean Becker, Member

OTHERS PRESENT: Cecile Daniel, Township Manager
Mark Stabolepszy, SSM Group
Kenneth Picardi, Township Solicitor

PENNSYLVANIA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT & ROUTE 29 AND ROUTE 113

Mark Stabolepszy began by reviewing Option 3 that was a part of the traffic study completed by SSM. Option 3 laid out the proposed road improvements for the intersection of Route 29 and Route 113. This option shows the installation of left hand turn lanes on all four approaches and one right turn lane on the westbound approach of Route 113. This traffic study had been submitted to both PennDOT and the Montgomery County Planning Commission. A meeting was held previously with the MCPC regarding the possible inclusion of these road improvements in the Transportation Improvement Program (TIP) and the DVRPC Long Range Plan. Recently, the Township was informed that the recommended road improvements for this intersection were not included in the DVRPC Long Range Plan. Since these road improvements were not on the DVRPC Long Range Plan, it will be more difficult to getting these improvements on the TIP. Regardless, the MCPC will keep trying to get these improvements on the TIP, but they were not optimistic if or when this might happen. As a result, if it is the Board's desire to move forward in a timely manner, the Board will need to explore other options. One of those options is to consider applying for a Multimodal Transportation Fund Grant. There are two Multimodal Funding Programs. One is administered by the PA Department of Community and Economic Development (PADCED) and the other by the PA Department of Transportation (PennDOT). Both require a financial match from the Township. The deadline for the DCED Grant Application is July 31, 2017. The PennDOT Grant Program does not open until October 2017. It is the understanding of Cecile Daniel and Mr. Stabolepszy, that the Board could apply for either one or the other grant programs or apply to both grants programs at the same time.

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For Option 3, the traffic study shows the project cost estimate to be \$2,600,000. Each of the two Multimodal Programs have basically the same criteria in determining the financial costs of this grant for the Township. In developing an analysis of the financial cost to the Township, Mr. Stabolepszy reviewed the program requirements. In his analysis, Mr. Stabolepszy determined that the DCED Grant Program would be the worst-case scenario financially, while the PennDOT Grant Program would be the best. Under the DCED Program, with the estimated cost being \$2,600,000, the DCED share would be \$1,519,000 and the Township share would be \$1,081,000. Under the PennDOT Program, with the estimated cost being \$2,600,000, the PennDOT share would be \$1,750,000 and the Township share would be \$850,000. Mr. Stabolepszy reviewed the breakdown of each cost sharing scenario. Mr. Stabolepszy explained that, prior to this meeting, he contacted both DCED and PennDOT. In his conversation with DCED, their advice was to consider applying for the total amount of the estimated project, but to break it down into phases. Phase 1 would be the preliminary design and the right-of-way plans and acquisition. Phase 2 would be the final design, utility relocation, and construction and inspection. The idea behind splitting the project costs into two phases was to consider the possibility that the whole project may not get funded because DCED may be willing to fund only a portion of the project. If only Phase 1 were to get funded, then the Township would have to apply for funding of the second phase. The Township could apply to either DCED or PennDOT. The Township can apply for either of these grants any number of times. The Board discussed the possible scenarios of applying for the DCED Grant and (a) getting Phase 1 approved, but not Phase 2 and moving forward to working on Phase 1 while applying for funding for Phase 2; (b) getting Phase 1 approved, but not Phase 2 and refusing the grant for fear they would not get funding for Phase 2; (c) apply to PennDOT simultaneously to see what happens under their grant program, or (d) wait for the project to get on the TIP. Mr. Stabolepszy added that, when he contacted PennDOT about their program, he was informed that this project would be considered a PennDOT Highway Occupancy Project (HOP) since it involves two state roads. Since PennDOT would consider it a HOP Project, the process of getting the design and permitting would be easier. This process would require fewer environmental clearances than originally anticipated. Since this process is less stringent and fewer environmental clearances are necessary, Mr. Stabolepszy revised his original project cost estimate. Based upon the revisions to the project cost estimate, the adjusted cost went from \$2,600,000 to \$2,500,000.

In addition to the application to DCED, there is supplemental paperwork that needs to be completed. Since the deadline for the DCED is July 31st, the paperwork needs to be started now. Mr. Stabolepszy and Ms. Daniel will begin working on the paperwork if authorized by the Board. This work will include the DCED Application for the Multimodal Transportation Grant and the accompanying Resolution authorizing the

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submission of the Grant Application. The application and Resolution would be prepared by the July 5th meeting for the Board's consideration. The Board discussed moving forward on pulling together the paperwork for this project for the July 5th meeting. After some discussion, Dean Becker made a motion seconded by Janet Heacock authorizing the Township Manager to prepare the DCED Multimodal Transportation Program Grant Application for subsequent review at the July 5th Meeting of the Board of Supervisors and the consideration of the Resolution requesting this Multimodal Transportation Fund Grant. There were no public comments on this motion. The motion was passed by a three (3) (Janet Heacock, Dean Becker, and William Patterson) to two (2) (Gordon MacElhenney and Richard Kratz) vote.

There being no further business, the meeting was adjourned upon a motion made by Dean Becker and seconded by Janet Heacock.