



**UPPER PROVIDENCE BOARD OF SUPERVISORS
CAPITAL BUDGET WORKSHOP
Thursday, July 6, 2020 – 7:00 P.M.**

INTRODUCTIONS

Vice Chair Al Vagnozzi opened the meeting at 7:00 and welcomed all Board members, Staff, and Consultants to the first hybrid, socially distanced meeting since the onset of COVID-19. Those attending physically were Supervisors Vagnozzi, Pearson, Higgins, and Starling. Staff present were Township Manager Tim Tieperman, Finance Director Rich Livergood, Assistant Manager Bryan Bortnichak, Assistant Fire Chief Mike Rissel, Police Chief Mark Toomey, Public Works Director Tom Broadbelt, and Parks Director Susan Hoffman. Consultants present were Township Engineer Bill Dingman, Traffic Engineer Casey Moore, and Planning Director Geoff Grace.

Supervisor Vagnozzi reminded everyone that the workshop's purpose tonight is discussion only. No actions are planned, and there will be no public comment.

TOPICS

Review current 2020 revenue and expenditure trends

Mr. Livergood presented a high-level financial analysis of the Township's current revenue and expenditure trends as of the end of August 2020. He shared a few power point slides comparing revenues at the end of May 2020 vs May 2019. (See Attachment A). He stated the main revenue drivers, especially the earned income tax, have shown no negative reactions to COVID-19, although he cautioned there is usually a lag in collections and that the full impact will not be realized until the end of August. He stated that expenditures are tracking on budget, noting that higher percentage numbers are reflective of one-time charges incurred at the beginning of the fiscal calendar year.

Review refinancing options for existing debt and project debt service costs for new debt

Mr. Jamie Schlesinger of Public Financial Management (PFM), serving in the capacity as the Township's financial advisor, shared a brief update on the status of the municipal bond markets, noting that interest rates have dropped dramatically, creating a favorable environment for the refinancing of UPT existing debt. He is recommending that the Board consider issuing a \$10 million bank-qualified bond issue in August, which would fully call the 2017 Newtown Bank loan and provide additional funds for the completion of the new emergency services facility and other pre-approved projects. There is currently \$6.2 million remaining from this 2017 loan. Mr. Schlesinger suggested the Board consider a second issuance in 2021 once it reviews, ranks and decides what projects should be included in this issue. He shared some alternative scenarios on how this debt could be restructured. (See Attachment B).

Review possible capital projects for inclusion in a new bond issue

Mr. Tieperman stated there are a few large project "concepts" on which Staff has no definitive cost information until further analysis is conducted. These projects include a potential

new library, Recreation Center improvements, Taylor Farm improvements, major stormwater management projects and future modifications to the Black Rock Fire Station.

Review proposed guidelines for evaluating and ranking 2021-2025 capital budget requests

Given the scarcity of capital dollars and the long list of potential capital projects, Mr. Tieperman stated that the Board will need to make some hard decisions on which projects to fund and which ones to forego. He shared a proposed evaluation grid that each Board member could use to rank independently each project based on ten weighted criteria: Traffic and transportation; health and public safety; existing infrastructure; economic development and balanced growth; quality of life; regulatory compliance; external funding; impact on operational budget; timing and location; and long range planning. Mr. Tieperman asked Board members to review and suggest any enhancements. (See Attachment C).

Discuss other business related to capital budget projects and financing

Each department head reviewed their list of potential capital projects for early budget discussions. Mr. Tieperman stated that not all departments had capital intensive budgets. Neither Administration/Finance, Police Services nor Planning have any substantive capital projects for inclusion in the 2021-2025 capital improvement plan. The typical capital items for these cost centers include routine fleet replacements, computer upgrades and specially commission plans/studies, all of which are considered minor capital and expensed through the Township's operating budget.

Assistant Fire Chief Mike Risell reviewed a list capital items for possible inclusion in the UPT CIP, separate from the emergency services facility currently under design. Highlights included a discussion on the acquisition of items to advance the Township's water rescue program. There was significant discussion on the department's vehicle replacement program, specifically the retirement of a \$1 million tower truck that BRVFC purchased in 2012. Other major items included a new training facility and modification to the Oaks station in 3-4 years. (See Attachment D).

Public Works Director Tom Broadbelt reviewed the department's CIP schedule through 2023 which entailed six major categories: Sewer, stormwater, road projects, trails, facilities, and equipment replacement (See Attachment E). The major sewer projects he highlighted included the Tindey Run, Pleasant Lane and Spring Mill Estates connections at ~\$9.5 million. The ~\$3.1 million realignment and reconstruction of Walnut Street is on the 2021 docket. Supervisor Vagnozzi asked whether state liquid fuels assistance covers the Township's pavement management costs. Mr. Broadbelt responded that state aid covers some but not all the resurfacing projects. They are separated as Project A and Project B. State aid alone does not cover all costs for the annual cycle of recommended road paving.

Township Traffic Engineer Casey Moore reviewed the current listing of capital projects from the Act 209 Traffic Impact Study. (See Attachment F). He stated that most of these projects have some potential revenue offsets from anticipated impact fees and sundry grant sources. Given the current pandemic, Mr. Moore noted that the state is pausing some of these grant programs, and it is unclear whether grants such as the Green Light Go program will be revived. There was significant discussion regarding the improvements along Route 29 and

Hopwood Road, which are expected to be 100% developer funded. Supervisor Pearson asked whether there will be sufficient impact fees to cover all projects cited in the 209 study, given the decline in development activity. Mr. Moore responded that most 209 projects are dependent on the certain development activity occurring. Supervisor Vagnozzi questioned the realignment of Bechtel and Fruit Farm Roads.

Park and Recreation Director Sue Hoffman and Planning Director Geoffrey Grace rounded out the evening by discussing trail expansion opportunities and future playground improvements. Mr. Grace provided a detailed memo outlining several trail possibilities over the next five years. (See Attachment G). Mr. Grace suggested that trails should be programmed in two-year cycles. He opined that the two trail projects promoting the greatest connectivity would be the extension of the Black Rock Trail to Route 113 and the Troutman-Ashenfelter trail that would connect to the Perkiomen Trail. Mrs. Hoffman stated in a few years, the department would like to upgrade the Township's playgrounds and include enhancements such as a pump track, splash park and community garden.

ADJOURNMENT

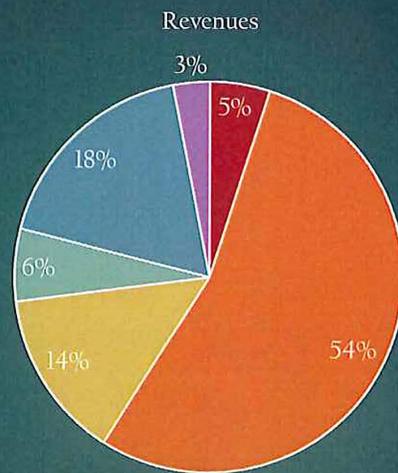
There being no further business, the workshop adjourned at 8:30 p.m.

ATTACHMENT A

2020 Revenue and Expenditure Trends

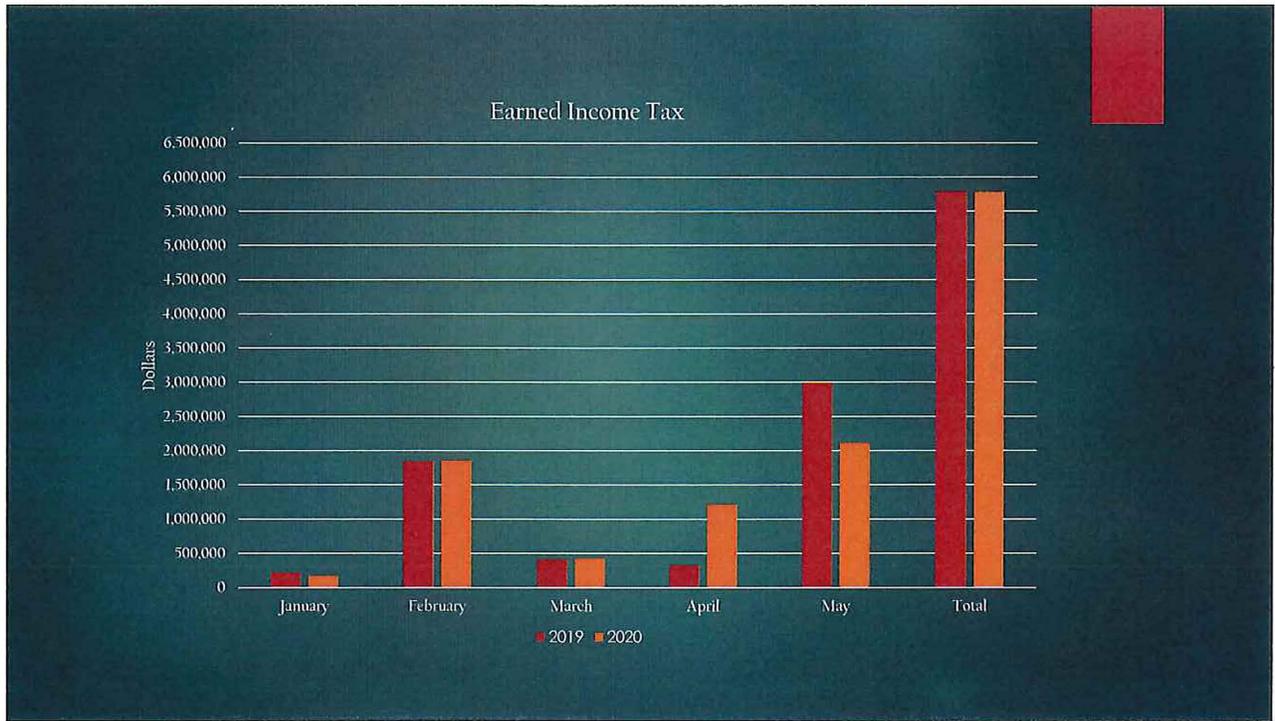
Finance Report

1

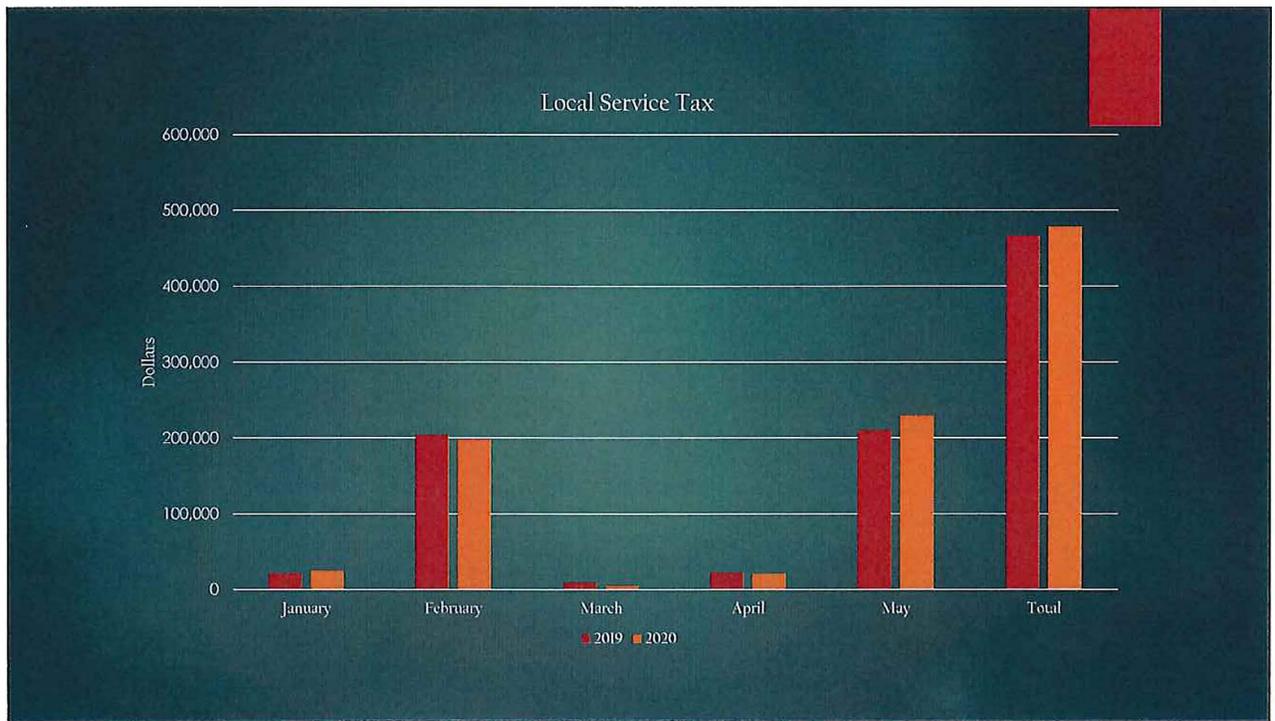


Local Service Tax Earned Income Tax Real Estate Tax
Real Estate Transfer Tax Other Revenues Building Permits

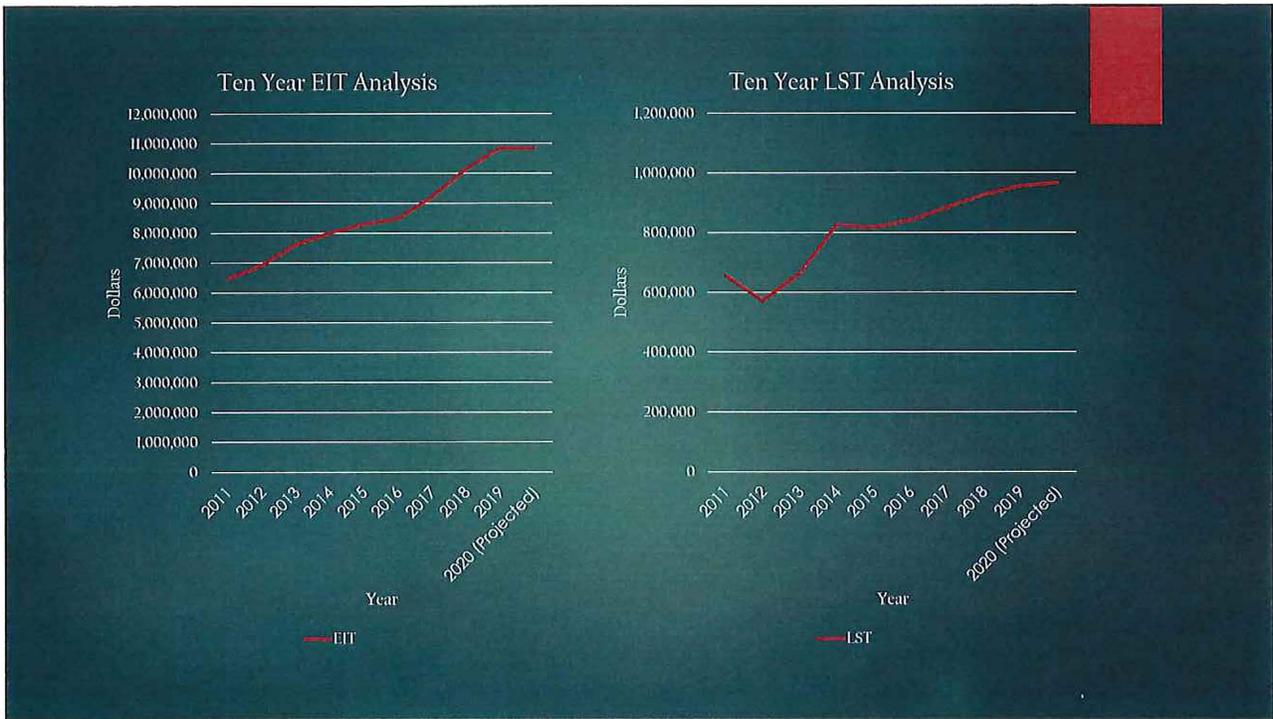
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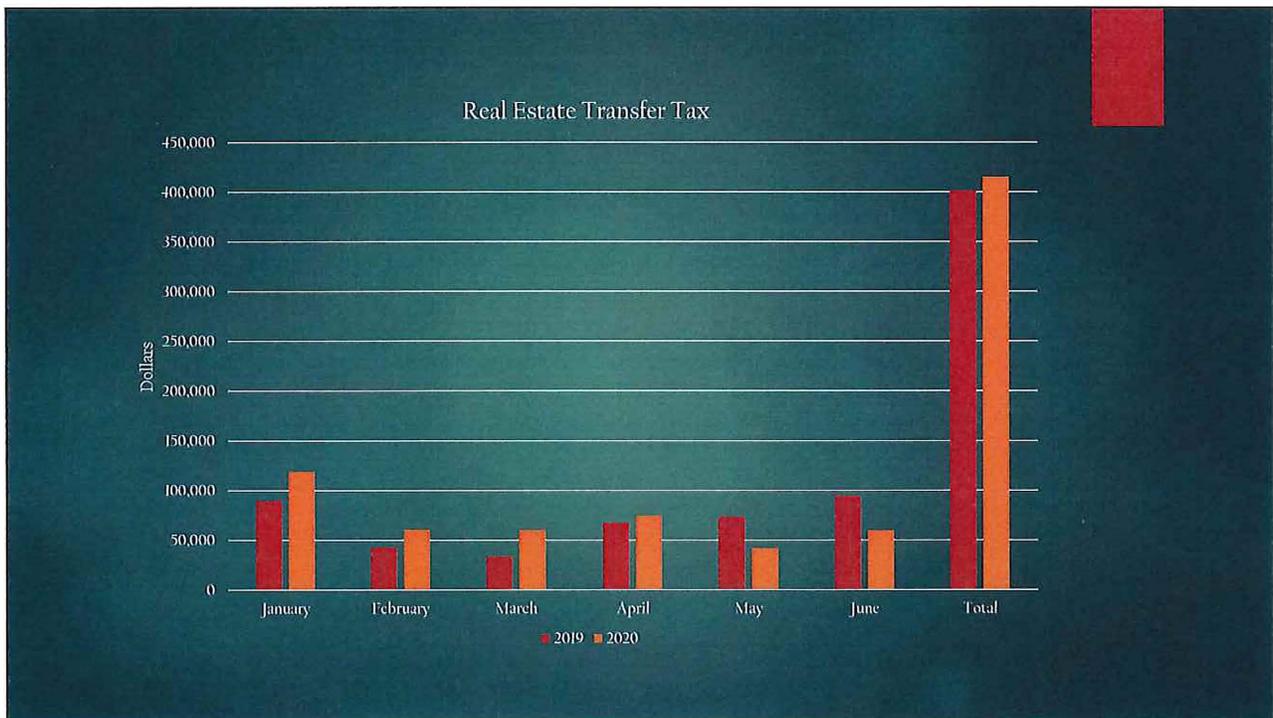
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Other Key Statistics

Revenue	2019	2020 Year to Date	% of 2020 Budget Collected
Real Estate Tax	2,608,213	2,496,520	99%
Building Permits	459,328	135,884	27%

Department	Percentage of Budgeted Expenditures
General/Administration	48%
Police	48%
Fire	44%
Planning and Zoning	45%
Public Works	44%
Parks and Recreation	30%
Overall	39%

ATTACHMENT B

PFM Refinancing Scenarios

Upper Providence Township

Financing Analysis

July 6, 2020

Prepared by:

Jamie Schlesinger

Director

&

Melissa Hughes

Senior Managing Consultant

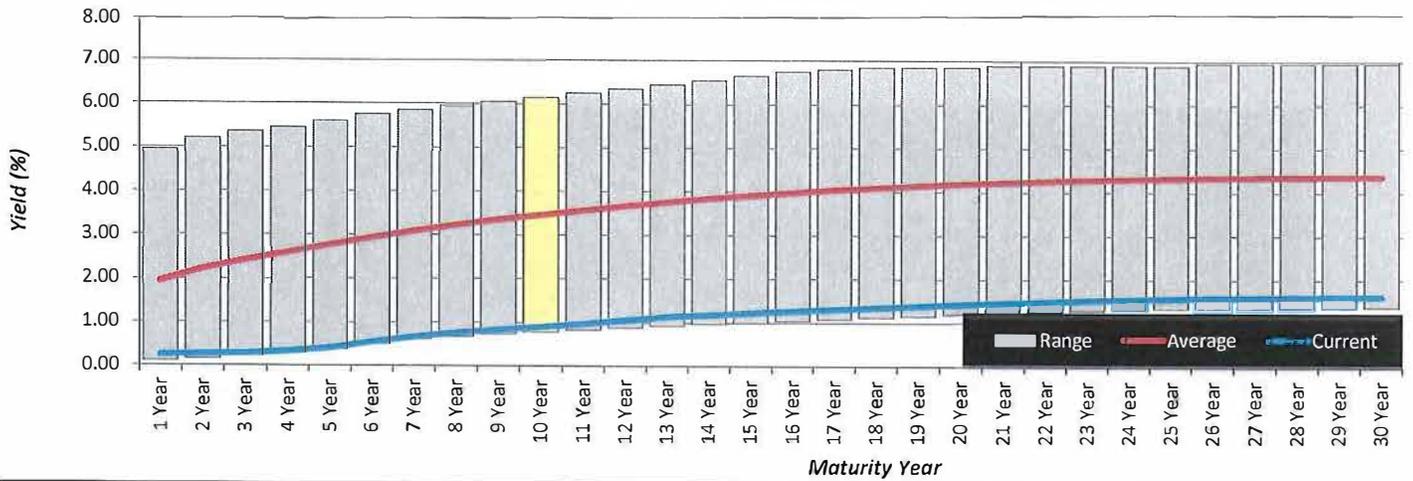


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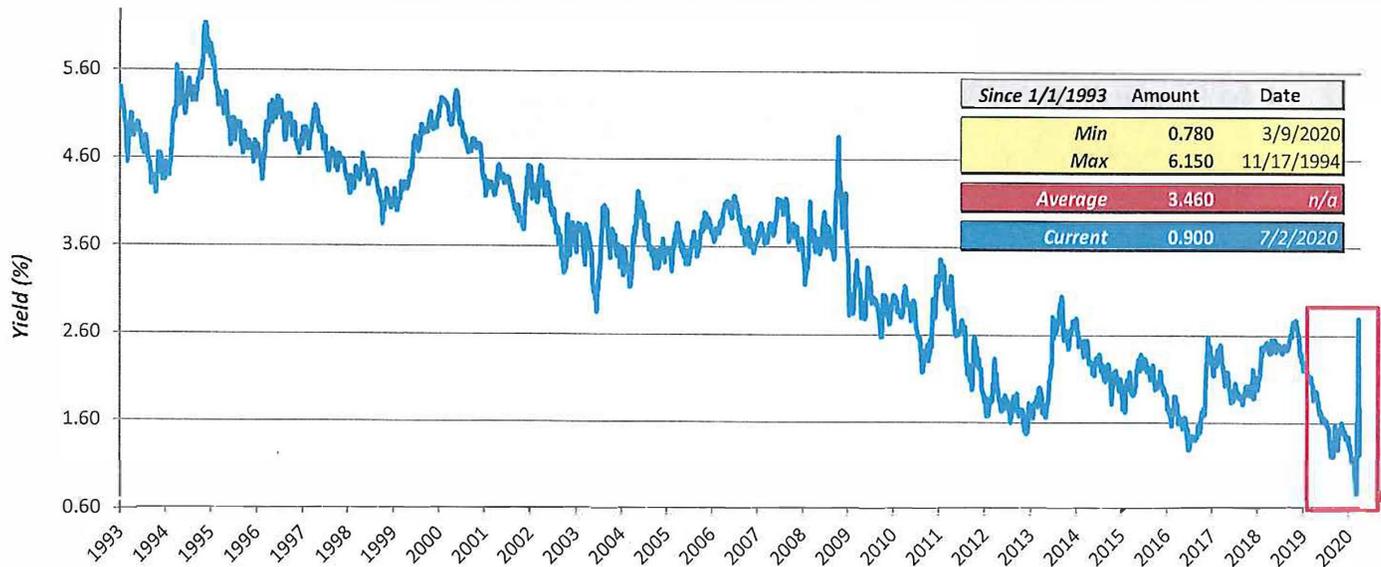
MUNICIPAL MARKET UPDATE

July 4, 2020

HISTORICAL MMD CURVE ILLUSTRATION - SINCE JANUARY 1, 1993



SPOT ANALYSIS - 10 YEAR MMD - SINCE JANUARY 1, 1993



SPOT ANALYSIS - 10 YEAR MMD - SINCE JANUARY 1, 2019



Upper Providence Township

Topics for Discussion

- Upper Providence Township may consider new money projects for Emergency Services, Fire Trucks and Roads projects
- Township may have opportunity to refund Series of 2017 Note
 - Interest rates near all-time lows
- Concept illustrated in this financing analysis is
 - Refund Series of 2017- lock in fixed rates for full term of issue
 - Finance new money over same term in amount to maximize 2020 Bank Qualification limits
 - Finance remaining new money over 20 year term

ES Building	12,976,700
Fire Truck	650,000
Roads	650,000
Total Potential Needs	14,276,700
Available from 2017 Issue	6,200,000
Net Amount Needed	8,076,700
2020 Construction Fund	1,736,771
2021 Construction Fund	6,339,929

UPPER PROVIDENCE TOWNSHIP (MONT.) SUMMARY OF OUTSTANDING INDEBTEDNESS
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Debt Service Requirements		
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1	2	3
Fiscal Year Ended	G.O. Note Series of 2017	Total Debt Service
12/31/2020	891,463	891,463
12/31/2021	892,163	892,163
12/31/2022	892,413	892,413
12/31/2023	893,200	893,200
12/31/2024	892,525	892,525
12/31/2025	893,375	893,375
12/31/2026	892,738	892,738
12/31/2027	893,666	893,666
12/31/2028	612,776	612,776
12/31/2029	612,694	612,694
12/31/2030	612,448	612,448
12/31/2031	612,966	612,966
12/31/2032	612,203	612,203
12/31/2033		
Totals	10,204,628	10,204,628
<hr/>		
Principal*:	7,997,000	7,997,000

Call Date: Anytime
Purpose: New Money
Fixed Rate: 2.50%
Fixed Rate End: 5/1/2027
VIR Assumption: 4.75%
VIR Calculation Method: 75% of WSJ Prime
Maximum Rate: 4.75%
Draw Period End: 3/20/2019

Assumes Full Draw At Settlement

* Outstanding as of July 2, 2020

**SUMMARY OF FINANCING SCENARIO
UPPER PROVIDENCE TOWNSHIP**

	1	2	3	4	5
	REFUNDING	NEW MONEY	2020 TOTAL	2021	TOTAL
Bond Proceeds	\$8,228,113	\$1,768,511	\$9,996,624	\$6,485,000	\$16,481,624

	6	7	8	9	10	11	12
Fiscal Year Ending	Budgeted Debt Service	Difference to Budgeted Debt Service	Proposed Debt Service	Total Debt Service	Proposed Debt Service	Total Debt Service	
12/31/2020	891,463	(70,196)	4,971	826,238		826,238	
12/31/2021	892,163	(17,306)	63,406	938,263	90,860	1,029,123	
12/31/2022	892,413	(19,256)	67,306	940,463	201,996	1,142,459	
12/31/2023	893,200	(17,844)	66,106	941,463	201,895	1,143,357	
12/31/2024	892,525	(16,169)	64,906	941,263	201,792	1,143,055	
12/31/2025	893,375	(17,219)	63,706	939,863	201,686	1,141,549	
12/31/2026	892,738	(19,881)	67,756	940,613	201,575	1,142,187	
12/31/2027	893,666	(16,810)	62,106	938,963	201,457	1,140,419	
12/31/2028	612,776	(4,570)	333,756	941,963	201,334	1,143,296	
12/31/2029	612,694	(738)	327,656	939,613	201,207	1,140,819	
12/31/2030	612,448	(1,991)	331,456	941,913	201,076	1,142,988	
12/31/2031	612,966	(4,210)	330,106	938,863	200,942	1,139,804	
12/31/2032	612,203	(774)	328,453	939,881	200,804	1,140,685	
12/31/2033					905,330	905,330	
12/31/2034					909,011	909,011	
12/31/2035					906,699	906,699	
12/31/2036					908,371	908,371	
12/31/2037					908,973	908,973	
12/31/2038					908,483	908,483	
12/31/2039					906,883	906,883	
12/31/2040					904,151	904,151	
12/31/2041							
12/31/2042							
TOTAL	10,204,628	-206,964	2,111,693	12,109,357	9,564,521	21,673,877	

Assumes useful life of 2020 projects is at least 13 years
 Assumes useful life of 2021 projects is at least 20 years
 Estimated rates. Actual rates to be determined at the time of pricing

Refunding Sensitivity Analysis	
Reset Rate	Difference (\$)
3.65%	114,219



Disclosures:

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ATTACHMENT C

Proposed Capital Evaluation Guidelines

PROPOSED CIP RANKING POLICY

1. Traffic and Transportation: An effective transportation system provides an efficient and effective balance between access and mobility. This score could be based on answers to the following example questions:

- a. Does the project incorporate access management?
- b. Will the project improve the public transportation system (mass transit)?
- c. Is the project part of the Township's Master Road Improvement Plan?
- d. Does the project improve traffic safety?
- e. Does the project improve the level of service?
- f. Will the project improve bicyclist and pedestrian access and mobility?

Scoring Scale:

1	3	5	7	10
The project does not affect the access or mobility for UPT residents.	↔	The project will improve vehicular access but not the mobility for UPT residents	↔	The project greatly impacts the access and mobility for UPT residents.

2. Health and Public Safety: Health and public safety includes police and fire services, emergency medical services, safe roads, safe drinking water, fire flow demand, sanitary sewer systems and flood control. A fire and police station, for example, directly impacts residents and would score high in this category. New ballfields, however, most likely would not directly affect the health/public safety of citizens. This score could be based on answers to the following example questions:

- a. How does the proposed project directly impact the health/public safety of UPT residents?
- b. On what scale does this project indirectly affect the health/public safety of the community?
- c. Does a decision not to do the project present a risk to personal and/or physical property?
- d. Does not doing the project present a risk to lives?

Scoring Scale:

1	3	5	7	10
The project does not impact the health/public safety of UPT residents.	↔	The project is divided on the impacts it has on UPT residents regarding health/public safety.	↔	The project directly impacts the health/public safety of UPT residents.

3. Existing Infrastructure: The term existing infrastructure refers to items such as the sewer collection system, streets, municipal facilities, stormwater and drainage. This score could be based on answers to the following example questions:

- a. Does the project provide additional capacity or upgrade an existing system?
- b. Is the facility exceeding its useful life?
- c. What is the degree of age of the existing facility?
- d. Do the resources spent on maintenance justify replacement?
- e. Is the system outdated?

Scoring Scale:

1	3	5	7	10
The level of need to the system is low.	↔	The project is divided between the levels of need the project provides.	↔	The level of need is high; it has exceed its useful life.

4. Economic Development and Balanced Growth: This category reflects projects that are designed to attract and retain businesses that call Upper Providence Township home. Improving infrastructure to promote better access among the Township's residential neighborhoods, employment centers and business districts would score high in this category. This score could be based on answers to the following example questions:

Scoring Scale:

1	3	5	7	10
The project will not aid in economic development and balanced growth.	↔	A portion of the project will promote economic development as well as have some impact on balance growth.	↔	The project will definite promote valuable economic development and encourage future balanced growth.

5. Quality of Life: The term quality of life is a characteristic that makes Upper Providence Township a favorable place to live. A new recreational amenity such as a new park or library would greatly impact the quality of life as opposed to the construction of a new maintenance facility. This score could be based on answers to the following example questions:

- a. Does the project enhance the quality of life of UPT residents?
- b. Does the project target the quality of life for all citizens or just a specific target area?
- c. Does the project improve the Township's appearance and image?

Scoring Scale:

1	3	5	7	10
The project does not affect the quality of life for UPT residents.	↔	A portion of the project will impact the quality of life for UPT residents.	↔	The project greatly impacts the quality of life for UPT residents.

6. Regulatory Compliance: This term includes regulatory and governmental mandates such as sewer line capacity, fire flow/pressure demands, stormwater/creek flooding programs. These unfunded mandates could originate from the federal Environmental Protection Agency (EPA) or Pennsylvania's Department of Environmental Protection of the Montgomery County's Conservation District. This score could be based on answers to the following example questions:
- The project addresses and existing or future mandate?
 - Will the future project impact foreseeable regulatory issues?
 - Does the project promote long-term regulatory compliance?
 - Does this project satisfy a federal mandate?
 - Does this project satisfy a state mandate?

Scoring Scale:

1	3	5	7	10
This project is not justified by regulatory compliance.	↔	The project addresses future or foreseeable regulations.	↔	The project will satisfy current or scheduled regulatory compliance.

7. External Funding: Capital improvement projects can be funded from other non-taxable revenue sources. These sources may include but are not limited to developer contributions, grants, donations, and proceeds from capital campaigns.

Scoring Scale:

1	3	5	7	10
The project does not affect the quality of life for UPT residents.	↔	A portion of the project will impact the quality of life for UPT residents.	↔	The project greatly impacts the quality of life for UPT residents.

8. Impact on Operational Budget: Some projects may impact the operating budget for the new few years or for the life of the facility. A new fire station, for example, will need to be staffed and supplied, which have a recurring impact on each annual operating budget. Replacing a sewer line, however, will not require any additional, recurring resources from the operating budget. The score could be based on answers to the following example questions:

- a. Will the new facility require additional personnel to operate?
- b. Will the new facility require significant annual maintenance?
- c. Will the new facility require additional equipment not included in the project budget?
- d. Will the new facility reduce time and resources of Township staff maintaining current outdated systems? This would free up staff and resources, leaving a positive effect on the operational budget.
- e. Will the efficiency of the project save money? Is there a revenue opportunity?

Scoring Scale:

1	3	5	7	10
This project will require additional money to operate.	↔	The project will not affect the operating budget	↔	The project will have significant savings in time and materials because of efficiency.

9. Timing and Location: The project's timing and location is an important component. If the project is not required for many years it would score low in this category. If it is close in proximity to many other projects and/or if a project may need to be completed before another one can be started it would score high in this category. The score could be based on answers to the following example questions:

- a. When is the project needed?
- b. Do other projects require this one to be completed first?
- c. Does this project require others to be completed first?
- d. Can this project be done in conjunction with other projects such as sewer line/paving project?
- e. Will it be more economical to build multiple projects together to capture economies of scale?
- f. Will it help reduce overall neighborhood disruptions year after year?
- g. Does the project have a high degree of readiness to move it toward completion?

Scoring Scale:

1	3	5	7	10
This project does not have a critical timing/location component.	↔	The project has one timing/location factor critical to it.	↔	Both timing and location are critical components of the project.

10. Long Range Planning: This term refers to the project's conformity to any or all of UPT's various adopted planning documents, including but not limited to the Comprehensive Plan, the Comprehensive Trail Plan, Master Park and Open Space Plan and the Act 209 Transportation Plan. The score could be based on answers to the following example questions:

- a. Is the project consistent with the Township's adopted planning document(s)?
- b. Does it attain specific goals embraced by the Board of Supervisors?
- c. Does this provide long-term fiscal benefits to the Township
- d. Does the project have a high degree of readiness to move it toward completion?

Scoring Scale:

1	3	5	7	10
This project does not have a critical timing/location component.	↔	The project has one timing/location factor critical to it.	↔	Both timing and location are critical components of the project.

DRAFT

ATTACHMENT D

Emergency Services Capital Budget Items

Timothy Tieperman

From: Dan Kerrigan
Sent: Monday, June 29, 2020 2:30 PM
To: Bryan Bortnichak; Timothy Tieperman
Cc: Tom Dimmerling; Mike Risell; Rich Ressel
Subject: Capital Budget Workshop - DFES

Importance: High

Here are some capital considerations for discussion at the July 6 budget workshop. I will be on vacation but I can have one or more of my staff present in case you have questions, just let me know what you prefer. This is somewhat fluid, but it's a good window into the next few years. I think it's a good idea to incorporate these requests into any borrowing we may do – I can always adjust the timelines based on the need to spend the money within a certain amount of time. We will certainly be exploring grant opportunities for some of these items, but there are no guarantees (I have a meeting with Senator Muth the week of July 20th to continue talks on funding opportunities). We can discuss this week if you want to review before I head out on vacation next week.

2021

Outfit 7 new firefighters with gear, uniforms and equipment: \$105,000 – dependent on SAFER Grant – may shift to 2022

Modular building for sleeping quarters for FFs: \$100,000 – if SAFER Grant is awarded

Deferred from 2020: Equipment purchase for new engine: \$100,000

Rescue boat, inflatable boat, boat motor and trailer \$50,000

Drone Program (this is a part of our overall water rescue program and also can be used in other operations): \$60,000

Vehicle to tow boat/water rescue equipment: \$100,000

2022

New Engine (Black Rock 99-1 due for replacement) \$750,000 (vehicle and equipment purchase 650K + 100K). Current Engine 99-1 would cycle to new fire station as reserve/volunteer/PW engine; we would sell whichever one we kept as reserve when our new engine arrives.

Replace Tower 99 with a more practical aerial device while we can still get money for it. \$? \$1,000,000? Probably less for a "dry" aerial (107' ascendant). Should recoup some of this with sale of current Tower 99

Fire Prevention Prop: \$10,000

2023

Fire Station renovation or new building for Black Rock Station \$6-8MM? This is dependent on whether we renovate or build new, and if we need or want to purchase land from them at their current location. We need a practical, functional station in Oaks that can house overnight personnel.

Replace staff vehicle \$65,000

2024

Replace staff vehicle \$65,000

Training Building \$650,000

Replace Turnout Gear: \$115,000 (this is part of a program to replace one set of gear per firefighter every five years, alternating between the two sets they use. Each set would be on a 10-year replacement cycle).

Separately, I would like everyone to consider, if land in the northwest section of UPT becomes available that is suitable for a fire station, that we purchase or acquire from a developer. I can't put a year on it, but property along Ridge Pike or the Linfield-Trappe Road area would still serve both us and Trappe Borough well. We could revisit a collaboration with them, especially if they are willing to operationally consolidate with DFES as BRVFC is working towards with us. If this is a viable idea, we can always re-open the discussions, first with Trappe Fire Company, then add Trappe Borough.

Dan Kerrigan, MS, EFO, CFO
Chief of Fire and Emergency Services
Upper Providence Township
1286 Black Rock Road
Phoenixville, PA 19460
dkerrigan@uprov-montco.org
484-391-2386



[UPT Department of Fire and Emergency Services](#)

ATTACHMENT E

Public Works Capital Budget Items

Capital Projects & Equipment

Sewer

Tindy Run	\$	7,350,000.00
Pleasant Lane	\$	630,000.00
Spring Mill Estates	\$	1,575,000.00
Yerkes Road sewer	\$	160,000.00
Greenwood Avenue sewer 2022	\$	370,000.00
Replace 2009 Freightliner in 2022	\$	190,000.00
Replace 2016 GMC in 2023	\$	75,000.00

Stormwater

MS4 Basin RT 422/RT 29 2021?	\$	700,000.00
Caroline/Carmen storm sewer Replace 2022	\$	750,000.00
Misc. stormwater repairs (yearly)	\$	240,000.00

Road Projects

Walnut Street Reconstruction 2021	\$	1,200,000.00
Walnut Street Realignment 2021	\$	1,900,000.00
Ashenfelter Road Culvert Replacement 2021	\$	300,000.00
Project "A" Liquid fuels project (yearly)	\$	650,000.00
Project "B" Capital road project (yearly)	\$	700,000.00
Bechtel Road Realignment (East)	\$	500,000.00
Bechtel Road Realignment (West)	\$	700,000.00

Trails

River Crest trail less \$100,000 grant 2021	\$	150,000.00
Trail along Troutman Road	\$	150,000.00
County trail crossing improvements at Arcola/Cidermill	\$	30,000.00

Buildings

Public Works Expansion		?
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Other Equipment

Replace 2008 Mack 2021	\$	200,000.00
Replace 2000 Blacktop roller 2021	\$	30,000.00
Replace 2002 Backhoe 2021	\$	150,000.00
Replace 2004 skid steer 2022	\$	125,000.00
Replace 2001 arm mower 2023	\$	140,000.00

ATTACHMENT F

Act 209 Transportation Projects

Capital Improvement Prioritization (Upper Providence Twp., Mont. Co.)
Prepared by McMahon Associates, Inc. - Last Revised November 15, 2019 (1)

Service Area	Improvement	Anticipated Year of Construction	Funding Source(s) Needed	Approximate Improvement Costs with Escalation (3% Inflation per Year w/ Base Year = 2019) (2)(3)
1	Signalization of Black Rock Road (S.R. 4003) / Hollow Road / Troutman Road	2020	Act 209 reserves, including interim collected Traffic Impact Fees.	\$361,000
1	Dow Chemicals Green Bike Lanes (Black Rock Road (S.R. 4003) and Route 113)	2020	Township General Funds and cost sharing with Dow Chemicals (approx. green paint installation cost = \$332,000)	\$700,000
1	Bridge Street (S.R. 0029) / Jacobs Street / Walnut Street (Jacobs St. Realignment)	2021	2018 Multi-modal (MTF) Grant Awarded (\$927,000). Additional funds likely needed (General, Act 209 fees, etc.).	\$1.9 million
1	Egypt Road (S.R. 4002) and Green Tree Road	2022	Green Light Go (GLG) Grant with Township Match. General Funds, Act 209 reserves, etc.	\$340,000
1	S. Collegeville Road (S.R. 0029) & Hopwood Road (Silver Rhino) [Multi-lane widening on Rt. 29, culvert extension, signalization]	2022	Anticipated to be developer funded. Consider Grant with Township Match options, if needed. Includes Hopwood culvert widening.	\$4.9 million
2	Lewis Road (S.R. 4048) / Bechtel Road / Fruit Farm Road Signalization	2023	Township Gen Funds; use Act 209 funds for Old Street/Bechtel Signal. (+)	\$420,000 (Signal only)
2	Lewis Road (S.R. 4048) and Vaughn Road Roundabout	2024	MTF Grant. Submit late 2019 or early 2020. Local match of at least 30% from General Fund/Act 209 required. Design & Approvals 2021-2023. (Approx. cost includes inflation added to the \$5.8 million 2019 estimate).	\$6.8 million
2	Black Rock Road (S.R. 0113) / Dreibelbis Road / 2nd Avenue (S.R. 4015) Roundabout	2025	MTF Grant Application in 2021. Local match of at least 30% from General Fund/Act 209 required. Design & Approvals 2022-2024.	\$4.8 million

Notes:

- 1 McMahon has provided an engineer's conceptual opinion of cost in this table. Opinions of cost are subject to change based on plan/design preparation and revisions with any agency reviews, field conditions etc. The approximation of costs provided are for use in "order-of-magnitude" budgeting, but in no way intended to be construed as a final cost for each project. Final costs are contingent only on actual bids from contractors, based on the final design plan submission and bidding.
- 2 Indicated opinion of cost does not include relocating or resetting utilities within the limits of the project that are largely unknown until the preliminary engineering stage.
- 3 A rough cost estimate for potential right-of-way needs/easements has been approximated; however, the specific costs are subject to change based on appraisal values, property owner negotiation, and detailed development of each project.
- + New Bechtel Rd. extension to be completed after potential development of 188 Bechtel Road LD application by extending road through served right-of-way to the intersection. Gilmore is preparing/budgeting these dollars for roadway.

ATTACHMENT G

Proposed Trail Project

MEMORANDUM



GRACE PLANNING
ASSOCIATES
PO BOX 655 OAKS PA 19456
484.390.5200
GGRACE.AICP@GMAIL.COM

TO: Tim Tieperman

SUBJECT: Trail Connection Planning Status Review

FROM: Geoffrey Grace, AICP
GRACE PLANNING ASSOCIATES
ZONING OFFICER / DIRECTOR OF PLANNING,
TOWNSHIP OF UPPER PROVIDENCE

DATE: July 1, 2020

As requested, please see the following updates to the August 2018 Trail Planning Study (attached at the end of the memo). Please note that the following is not in a priority order, it reflects the order of the original memo. Any projects recommended for 2021 funding are noted in **bold type**.

1. Firehouse/Crossman's Run Trail

No update or change in status from the 2018 Study; the project has not been studied further based on the complicated nature of the connection and the low priority status determined in 2018.

2. Upper Indian Head Road

The connection from Black Rock Road to Cider Mill Road is currently under construction by SEI in conjunction with the road improvements required by their North Campus construction. The connection from Cider Mill Road to the Perkiomen Trail is still being planned and has been delayed by the undetermined future for a Reber Road extension and status of Upper Indian Head Road.

3. Regency Connector Trail

No update or change in status from 2018 Study; the project has not been studied further based on the complicated nature of the connection and the low priority status determined in 2018.

4. Troutman Road Gap

Easements from GSK are waiting on final legal descriptions to be executed. The trail will be designed in 2020 with the intention of construction in 2021. In May 2020, the Township applied for a Greenways, Trails, and Recreation Program (GTRP) grant from Pennsylvania's Department of Community and Economic Development to cover the construction costs. Due to the COVID-19 Outbreak the deadline for submission has been extended to July 2020, without an update to a date for awarding the grants.





5. PennDOT Right-of-Way

Initial conversations with PennDOT have stalled. Quarterly inquiries are continuing. No design or specific trail planning will occur until progress is made on acquiring the land from PennDOT.

6. Route 29 Connection

Plans for a trail along the north side of Arcola Road are being developed and reviewed in conjunction with the Residences at Providence Town Center. The challenge with this project is the crossing of Route 29 at either Arcola Road or West Drive (north of Arcola Road). McMahon is looking at this connection as part of the Walk-Works/Complete Streets planning effort. This connection will continue to be a high priority and it is recommended that any capital funding for 2021 for design include this project. (Original budget estimate: \$510,000.)

7. Black Rock / River Crest Connection

Design on this project is nearly complete and funding is in place from the 2020 budget and a grant from Montgomery County Planning Commission's 2040 Comprehensive Plan implementation grant program.

8. Route 113

Planning for this trail connection has been underway but due to the complicated nature and extensive acquisitions necessary for this connection has not progressed past the planning stages. This connection will continue to be a high priority and it is recommended that any capital funding for 2021 for design include this project. (Original budget estimate: \$460,000.)

9. PECO Right-of-Way

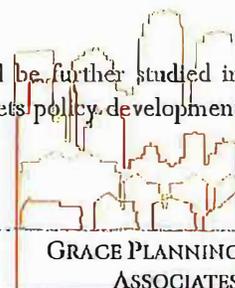
No update or change in status from the 2018 Study; the project has not been studied further based on the complicated nature of the connection, the low priority status determined in 2018, and the overall policy of PECO and leasing their property.

10. Schoolhouse Run Trail

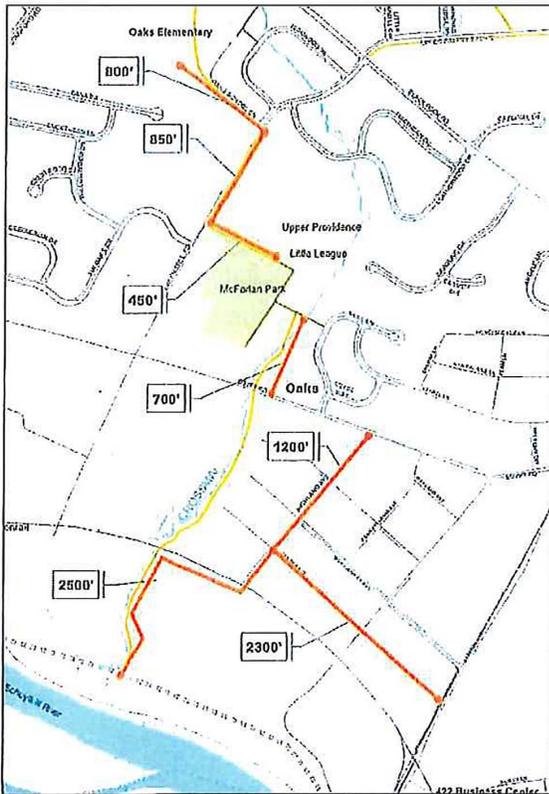
No update or change in status from the 2018 Study; the project has not been studied further based on the low priority status determined in 2018. Based on the concentration of development in this area of the Township, and because the Township already owns a significant portion of the land for the trail, this project should be studied in greater detail with capital funding in 2021. (Original budget estimate: \$720,000.)

11. Linfield-Trappe Road Trail

No update or change in status from the 2018 Study; the project will be further studied in conjunction with the Park Master Planning project, the Complete Streets policy development and proposed land development on adjacent parcels.



1. Firehouse/Crossmans Run Trail



Connections created: Greentrees (subdivision) and Oaks Elementary via Black Rock Firehouse frontage into McFarlan Park to Crossmans Run (Township property) to Schuylkill River Trail

Infrastructure in place:

- Sidewalks throughout Greentrees subdivision
- Trails through McFarlan Park
- Trails connection over Crossmans Run (into Ravenswood)
- Sidewalks along Egypt Road at Ravenswood frontage (north)

Impediments:

- Crossing Egypt Road would have to occur at Highland Avenue (not signalized)
- No sidewalk or trail on Highland Avenue
- Crossing Conrail right-of-way

Decisions to be considered / Research needed:

- Returning to Crossmans Run open space area vs. on road trail through Oaks neighborhood (Montgomery or Center/Pennco Road to existing trail on Station Ave)
- Extent of sidewalk, trail and road repainting needed and desired in Oaks
- Feasibility of crossing Conrail at any location
- Two options: sidewalk through Oaks neighborhood or trail through ALD property

Potential add-ons:

- Trail or sidewalk on Oaks School Drive
- Crosswalks/walk signals at Black Rock Road and Green Tree Road intersection

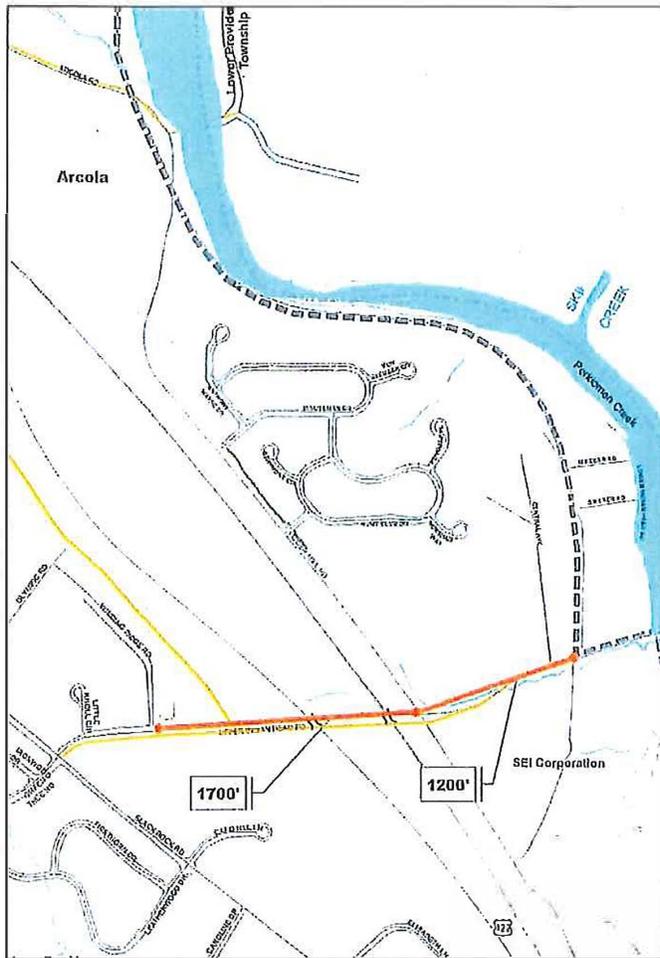
Linear Feet of Trail:

- Off Road Trail: 1,900-feet
- On road (painting) and/or Sidewalk: 3,600-feet; or 2,500-feet of trail

Cost Projection:

- \$500,000-750,000

2. Upper Indianhead Road



Connections created: From Greentrees via Upper Indian Head Road to Perkiomen Trail

Infrastructure in place:

- Sidewalks throughout Greentrees and Winding Ridge subdivisions
- Sidewalks on portion of Upper Indian Head Road

Impediments:

- Crossing (under) Route 422 right-of-way

Potential Partnerships:

- Construction of trail/sidewalk as part of the SEI North Campus development

Potential add-ons:

- Crosswalks/walk signals on Cider Mill and Upper Indian Head Road intersection

Decisions to be considered / Research needed:

- Potential for trail or road re-striping under Route 422 to be coordinated with PennDOT

Linear Feet of Trail:

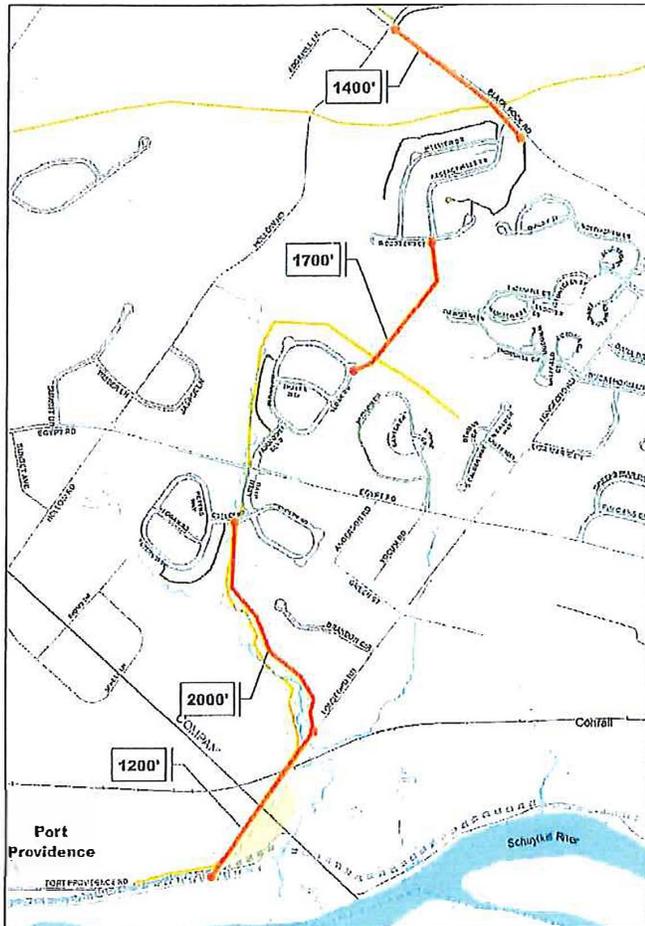
- Trail/sidewalk (to be determined): 1,700-feet
- Trail: 1,200-feet

Cost Projection:

- \$240,000

3. Regency Connector Trail

Connections created: Troutman Road via Black Rock Road to Schuylkill Trail via Township open space and existing sidewalk network in the three Regency subdivisions to Longford Road to the Schuylkill Trail.



Infrastructure in place:

- Sidewalks and trails throughout Regency Hills and Regency at Providence.
- Crosswalk with warning signalization at Regency at Providence entrance (Fairmount Blvd) with Egypt Road

Impediments:

- Topography of Longford Road
- Troutman Road to Regency entrance (Regency Hills Drive) on Black Rock Road

Decisions to be considered / Research needed:

- Topography of Township open space and accessibility standard challenges
- Easements along private property (ALD and Regency)
- Cooperation with Regency HOA

Potential Partnerships:

- Audubon Land Development

Potential add-ons:

- Crosswalk needed at intersection of Black Rock and Troutman Roads

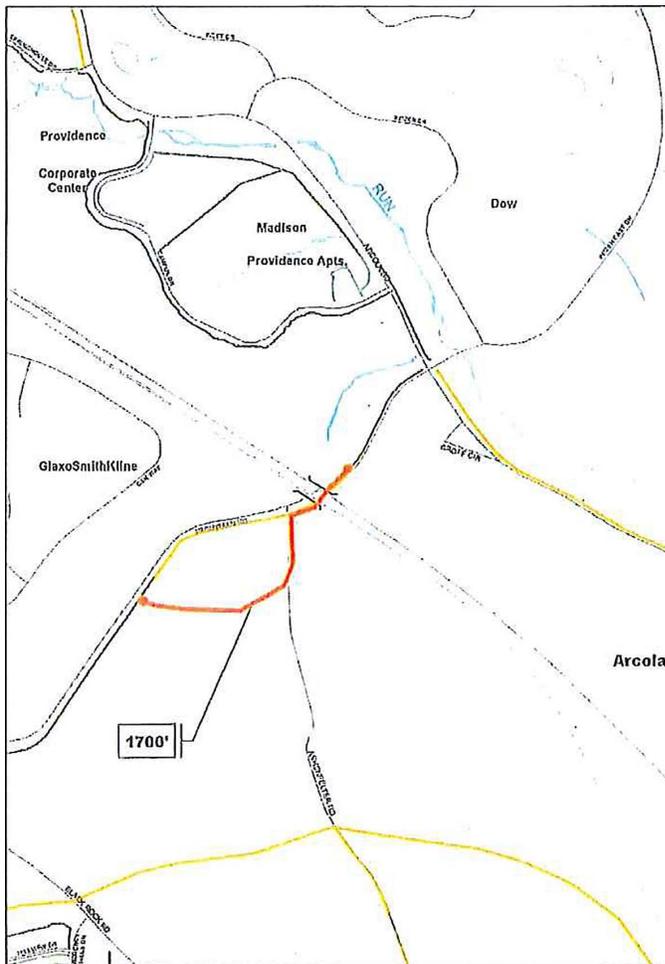
Linear Feet of Trail:

- Trail/sidewalk on Longford Road: 1,200-feet
- Trail on Black Rock Road: 1,400-feet
- Trail: 1,700-feet (Township open space) / 2,000-feet (Private ownership)

Cost Projection:

- \$520,000

4. Troutman Road Gap



Connections created: Black Rock Park to Perkiomen Trail

Infrastructure in place:

➤ None for this specific trail. Will connect to two existing trails within the Township and effectively closing a gap in the network.

Impediments:

- Topography/geography of Ashenfelter Road
- Crossing under Route 422/PennDOT right-of-way

Potential Partnerships:

- Glaxo-SmithKline

Linear Feet of Trail:

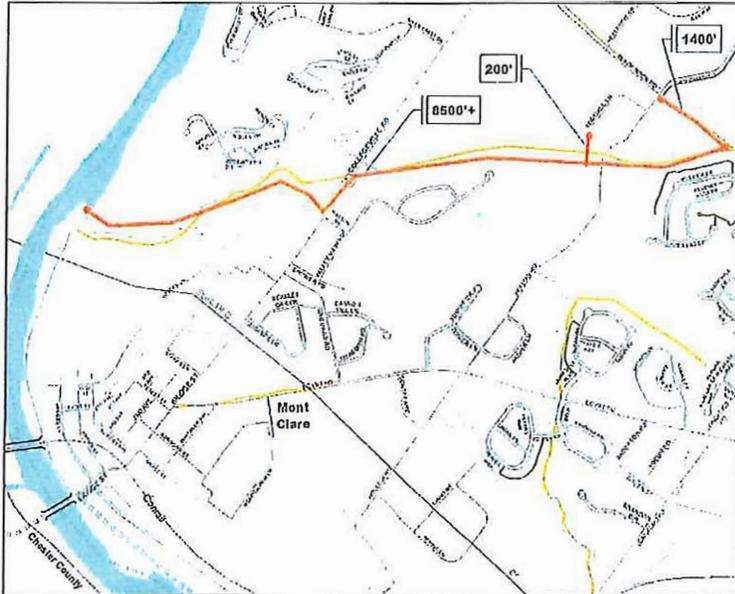
- Trail: 1,700-feet

Cost Projection:

- \$140,000

5. PennDOT Right-of-Way

Connections created: Black Rock Road to Lock 60, Schuylkill Canal, and Schuylkill Trail via PennDOT right of way (Phoenixville Spur)



Infrastructure in place:

- Some Township property along Right-of-way, but it is not full connection

Impediments:

- PennDOT
- Crossing Hollow Road and Route 29/Collegeville Road
- Geography/Topography west of Route 29

Potential Partnerships:

- PennDOT

Decisions to be considered / Research needed:

- Getting PennDOT to abandon Phoenixville Spur

Potential add-ons:

- Additional traffic controls needed on Route 29

Linear Feet of Trail:

- Trail: 8,700-feet

Cost Projection:

- \$700,000

6. Route 29 connection

Connections created: Trail system on Arcola Road and Providence Corporate Center across Route 29/Collegeville Road to Providence Town Center and Residences at

Providence (proposed apartments) and White Springs Farm.

Infrastructure in place:

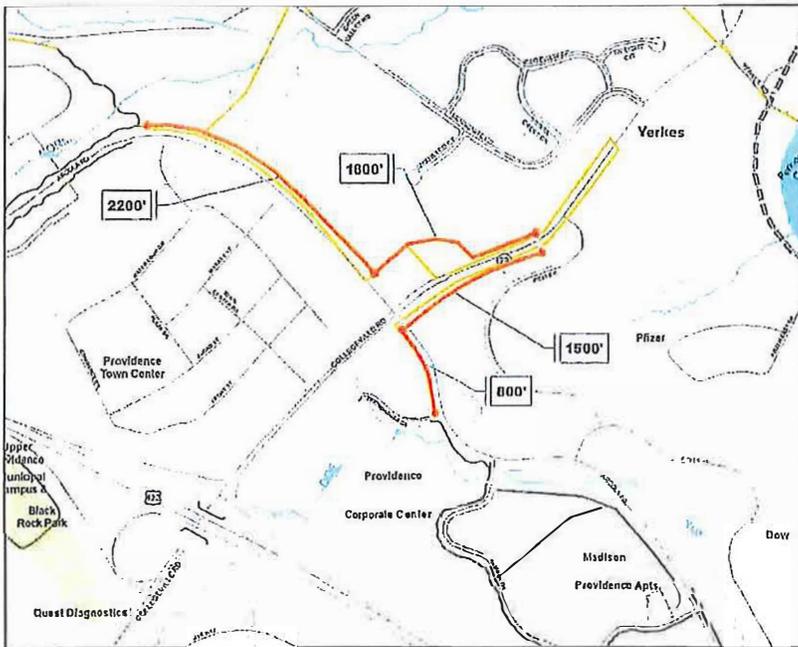
- Agreements with development on Collegeville Road for trail/sidewalk when needed

Impediments:

- Collegeville Road crossing
- Significant portion on private property

Potential Partnerships:

- Audubon Land Development
- Pfizer and Dow
- New businesses on western side of Arcola Road



Decisions to be considered / Research needed:

- Determine cost efficiency of crossing at Route 29 at Arcola Road versus Route 29 at West Drive

Potential add-ons:

- Crosswalks and warning lights at all intersections
- Bridge

Linear Feet of Trail:

- Trail: 1,500-feet (Collegeville Road-east)
- Trail: 1,800-feet (Collegeville Road-west)
- Trail: 2,200-feet (west Arcola Road-west)
- Trail: 800-feet (Arcola Road-east)

Cost Projection:

- \$510,000

7. Black Rock/River Crest Connection



Connections created:
Black Rock Park to
Schuylkill River Trail (to
be completed as part of
grant for Lock 60 Trail)

Infrastructure in place:
➤ Crosswalk on Black
Rock Road

Impediments:
➤ Topography

Potential Partnerships:
➤ Rivercrest

Decisions to be considered / Research needed:

➤ N/A

Potential add-ons:

➤ Improved crosswalk on Black Rock Road

Linear Feet of Trail:

➤ Trail/Sidewalk: 3,700-feet

Cost Projection:

➤ \$300,000

8. Route 113



Connections created:

Anderson Farm Park to
Black Rock Road via Route
113 /Trappe Road

Infrastructure in place:

➤ Township already has
significant right-of-way along
the frontage

Impediments:

➤ Topography issues
➤ Right-of-way
acquisition for one property

Potential Partnerships:

➤ Montgomery County
(trail connections to Upper
Schuylkill Valley Park)

Decisions to be considered / Research needed:

➤ Additional research into topography and right-of-way required

Potential add-ons:

➤ Connection to Upper Schuylkill Valley Park
➤ Intersection improvements to Route 113 and Black Rock Road (ADA Ramps)

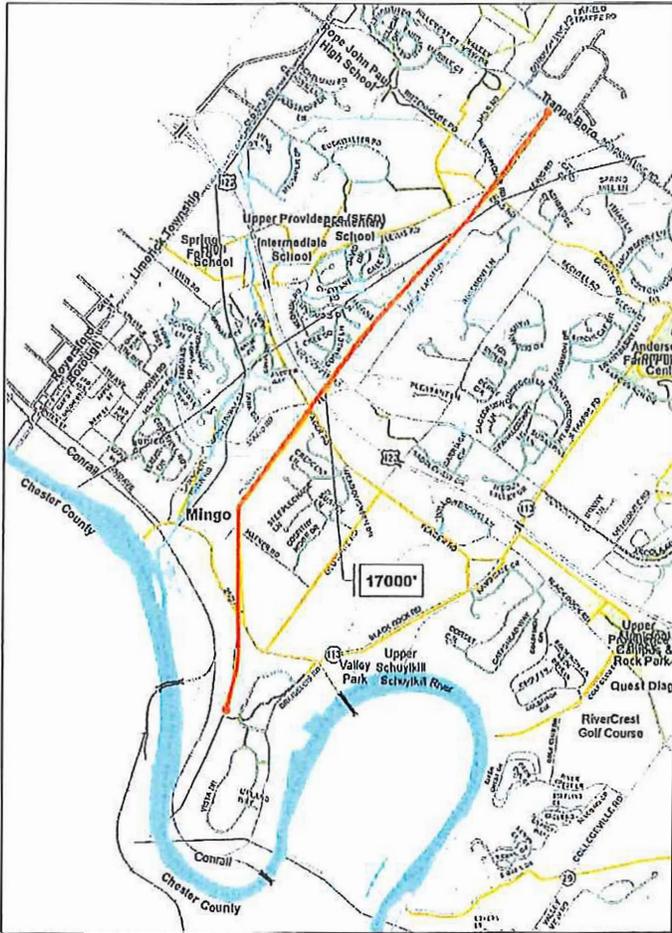
Linear Feet of Trail:

➤ Trail/Sidewalk: 5,700-feet

Cost Projection:

➤ \$460,000

9. PECO Right-of-Way



Connections created: Southern and northern portions of the Township, no connection to other existing trails

Infrastructure in place:

- None

Impediments:

- PECO

Potential Partnerships:

- PECO
- Trappe Borough
- Perkiomen Township (in combination with PECO Right-of-Way Trail discussed in #10)

Decisions to be considered / Research needed:

- Easement requirements for PECO
- Liability and other legal questions

Potential add-ons:

- N/A

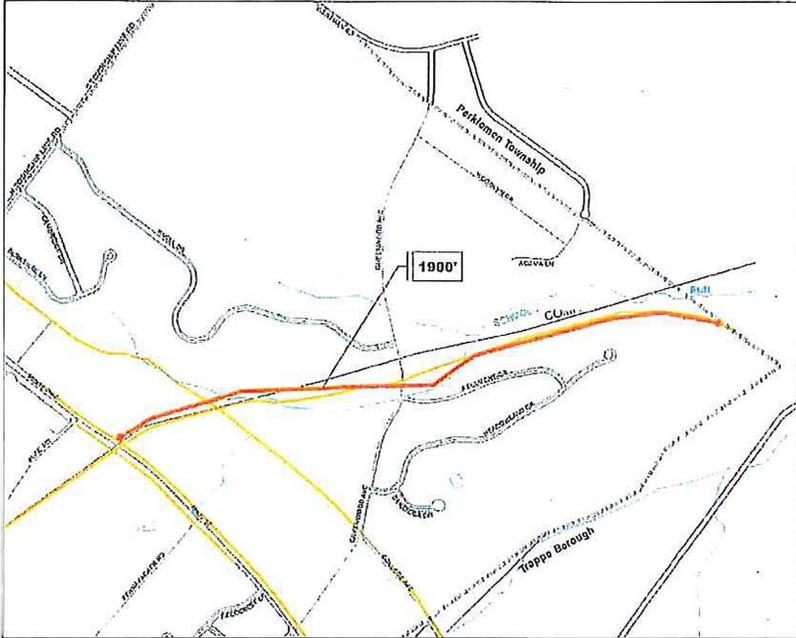
Linear Feet of Trail:

- Trail: 17,000-feet

Cost Projection:

- \$1,360,000

10. Schoolhouse Run Trail



Connections created: Ridge Pike/Main Street to border with Perkiomen Township (northeast corner of the neck of the Township)

Infrastructure in place:

- Sewer Easement

Impediments:

- No connections to other trails
- Crossing Ridge Pike/Main Street to access shopping areas and other trails

Partnerships:

- Perkiomen Township
- Trappe Borough (in combination with PECO Right-of-Way Trail discussed in #9)

Potential add-ons:

- In park trail system

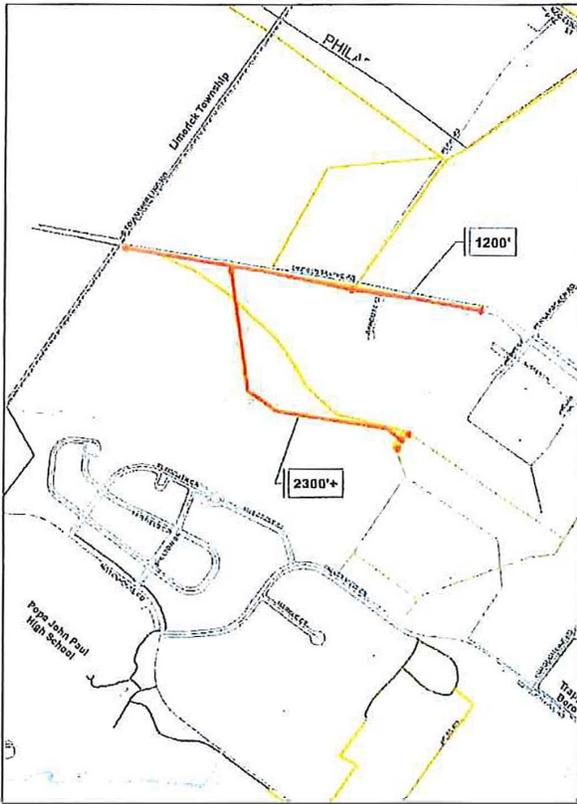
Linear Feet of Trail:

- Trail: 9,000-feet (Township open space)

Cost Projection:

- \$720,000

11. Linfield Trappe road



Connections created: Taylor tract to YMCA in Limerick Township and east to Brenton Point subdivisions (I & III)

Infrastructure in place:

- Some sidewalks along Linfield-Trappe Road near Brenton Point subdivisions
- Trail to be installed on Linfield-Trappe Road as part of Ridgewood Development (Phase 2)
- Improvements planned to Linfield Trappe and Township Line Road intersection

Impediments:

- Topography of Taylor property (grading necessary at street frontage)

Decisions to be considered / Research needed:

- Right-of-way availability along Linfield-Trappe Road (south side—from Ridgewood to Sprouse Cir.)

Potential add-ons:

- In park trail connections

Linear Feet of Trail:

- Trail: 1,200-feet (existing residences)
- Trail: 2,000-feet (Township open space)

Cost Projection:

- \$96,000 (Linfield Trappe Road trail) / \$200,000 (in park trails)