

# Industrial Zone Transportation Access Study

Submitted to

Pottstown



Submitted by

**RETTEW**<sup>SM</sup>

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## Introduction

For many years, the lands along the Schuylkill River straddling the Pottstown Borough/West Pottsgrove Township municipal boundary have been the scene of vibrant industrial business activity. However, as regional economies have evolved and traditional industries have migrated to other parts of the country, downsized, or disappeared entirely, the vitality of the industries at that location has waned. With access to rail, close proximity to a planned renewed US Route 422 interchange, and reasonable utilities availability, the site's 366 acres still possess strong economic development potential. With that in mind, Pottstown Borough and West Pottsgrove Township have undertaken a study to develop a master concept plan for the lands' redevelopment.

## Project Process Overview

A Steering Committee made up of elected and appointed officials of Pottstown Borough and West Pottsgrove Township, representatives of the Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission, and owners of businesses in the study area set the direction for the study. RETTEW Associates, Inc. was contracted to conduct the technical data gathering and analysis and help the Committee formulate a preferred alternative for redevelopment. Work began in the spring of 2011 with existing traffic counts and analysis and environmental and cultural resource due diligence being performed. RETTEW and its subconsultant also assessed existing rail and utilities infrastructure and conducted field views of particular properties within the study area.

Based on its findings, RETTEW developed in the fall of 2011 two new redevelopment alternatives based on recommended transportation and utilities improvements. The Steering Committee evaluated the alternatives and discussed their pros and cons. Utilizing the interchangeability of each alternative's roadway alignments and prospective land uses, the Committee assembled its preferred redevelopment alternative. A concept master plan of the preferred alternative and associated draft final plan report was delivered to the municipalities in January 2012 to be considered by the Committee at a meeting later that month. Ultimately, the plan is to be presented to a joint meeting of the Borough and Township elected bodies for their consideration.

## Project Development Goals and Objectives

- Assessing the existing traffic, rail, environmental/cultural resource, and infrastructure conditions of the underutilized industrial properties.
- Evaluating alternatives for proposed road access via Keystone Boulevard through the entire study area and to the immediate highway (including planned re-alignment of US Route 422 and its interchange with South Grosstown Road) and rail systems.
- Identifying prospective land uses that are consistent with municipal zoning, regional market conditions, and existing infrastructure. The Committee envisioned throughout a mixture of industry, office, and limited hospitality that contained no residential uses.
- Selecting a preferred redevelopment alternative scenario that includes roadway, rail, and infrastructure improvements necessary or desired to support the preferred redevelopment alternative.
- Develop an implementation strategy for the organizational arrangements, financial support, and key physical improvements necessary to kick off and sustain the redevelopment effort.

- The alignment of the segment of Old Reading Pike north of its transition intersection with Keystone Boulevard would be modified to form a ninety degree intersection with Keystone Boulevard.
- The Old Reading Pike bridge over the Norfolk Southern rail line would be closed and removed and a cul-de-sac formed at the end of Old Reading Pike just prior to the bridge. Access to Old Reading Pike from West High Street would be closed as well. The existing access way off of Old Reading Pike to the Flagg property would be retained.
- Rail spurs off the Norfolk Southern rail line are contemplated to the redevelopment site just to the east of the former landfill and to the Flagg property (just west of the former landfill).
- Access to South Grosstown Road between Old Reading Pike and the realigned US Route 422 interchange is desired to be full access to enable redevelopment of adjacent property. This would need to be coordinated with the PA Department of Transportation as the US Route 422 project design moves forward.
- The existing Schuylkill River pedestrian trail within the study area would be displaced by the Keystone Boulevard construction. A new twelve (12) feet wide section of the Schuylkill River trail would be constructed, running along the south side of Keystone Boulevard from College Drive to approximately the former landfill site. At that point, the trail would then shift to the north side of the Keystone Boulevard extension, running west, intersecting with Old Reading Pike and continuing on to South Grosstown Road.
- Public access to the Schuylkill River would be provided from the existing Schuylkill River pedestrian trail at a new access feature just south of the former landfill site.
- A new loop trail would be constructed starting from that same access feature, potentially utilizing a portion of the old US Route 422 roadbed. The loop trail would run southwest along the river and then head north along South Grosstown Road to connect with the existing Schuylkill River pedestrian trail at the South Grosstown Road and Old Reading Pike intersection.
- Projected land uses (a mix of light and heavy industrial, office, and recreation uses) and associated square feet of space are described on the preferred alternative drawing in the Appendix.

Alternative 2 (note that many of the aspects of Alternative 2 are the same as those of Alternative 1) (see Appendix F for the drawing of the alternative, associated land uses, and related roadway and infrastructure improvements cost estimates):

- Keystone Boulevard's intersection with College Drive will be perpendicular and be widened out to ensure ample turning room for large vehicles entering or leaving the study area at its east end. Final design adjustments can be made to insure the best alignment for trucks.
- Keystone Boulevard just west of the current Reliable Auto property near its eastern end would be diverted northward "behind" a number of the study area properties. It would run west just to the south of the Norfolk Southern rail line until rejoining the old PECO right-of-way one property shy of its intersection with Old Reading Pike. The total length of the new Keystone Boulevard from College Drive to Old Reading Pike would be approximately eighty eight hundred (8800) feet.
- Keystone Boulevard would be designed with a roadway section comprised of two, twelve (12) feet wide travel lanes and eight (8) feet wide shoulders to accommodate truck traffic (see Appendix E for a complete roadway section diagram) . Keystone Boulevard's right-of-

infrastructure/utilities, and environmental/cultural resources. Below are summaries of those assessments and analyses:

Transportation Existing Conditions— currently, there is no vehicular access across the entire study area as Keystone Boulevard terminates well short of Old Reading Pike and South Grosstown Road on the west end of the study area. Existing intersections within the study area currently operate at overall acceptable levels of service during the a.m. and p.m. peak hours with the exception of the intersection of S. Grosstown Road and Old Reading Pike. It currently operates at a level-of-service (LOS) “F” (the worst level-of-service with a delay of over fifty (50) seconds at an unsignalized intersection) in the p.m. peak hour. Review of PennDOT’s traffic accident data revealed that most incidents at the two South Grosstown Road intersections were due to driver impatience while no incidents were reported at Keystone Boulevard/College Drive intersection.

Transportation Future Conditions —new vehicle trips into and out of the study area generated by either of the alternative redevelopment scenarios (see John Schick’s November 28, 2011 Future Conditions Transportation Analysis memorandum in Appendix B for details) and a 0.8 percent per year increase in existing background traffic were considered in describing overall future traffic conditions for the study area. The distribution and assignment of the new trips generated by each development alternate were based on an analysis of the following: (1) existing traffic patterns and distributions within the study area; (2) available routes to the study area; and (3) the proposed closing of Old Reading Pike at High Street included in each alternative scenario. Under the build-out conditions of either alternative scenario, the studied intersections will operate at overall acceptable levels of service (average delay of less than 25 seconds at unsignalized intersections; less than 35 seconds at signalized intersections) during the a.m. and p.m. peak hours with the exception of the intersection of S. Grosstown Road and Old Reading Pike. That intersection will operate at a LOS “F” in the a.m. and p.m. peak hours (in this case, an average delay significantly in excess of 50 seconds). In addition, the eastbound High Street approach at Grosstown Road will operate at a marginal LOS “E” (average delay of 72.7 seconds) in the p.m. peak hour of Development Alternatives #1 and #2 in the year 2031.

Recommended improvements (see John Schick’s November 28, 2011 Future Conditions Transportation Analysis memorandum in Appendix B for details) to accommodate anticipated growth in background traffic, support the preferred alternative, and address levels of service, safety, and access are as follows:

- Extend Keystone Boulevard as a two-lane roadway from its current terminus west to Old Reading Pike.
- South Grosstown Road and Old Reading Pike - Provide new traffic signalization and turning lanes on both roads into and out of the study area at that intersection.
- High Street and Grosstown Road – Provide a 150 feet northbound Grosstown Road left turn lane and optimize existing signalization cycle length, splits, and turning phases.
- Remove the Old Reading Pike Bridge over the Norfolk Southern rail line and cul-de-sac Old Reading Pike south of the bridge.
- Keystone Boulevard and College Drive – widen out the intersection radii and maintain a perpendicular intersection.

Rail Service - rail service is currently provided on the north side of the study area properties. Two separate spur tracks coming out of the Norfolk Southern Stowe Yard are shown in Alternative 1

## Infrastructure

**Water:** Pottstown Borough owns and operates the public water system which serves the entire study area and businesses located there. The primary water source for the public water utility is the Schuylkill River. The Borough's water treatment plant is located along the Schuylkill River in West Pottsgrove Township. The Public Works Director states that the water treatment plant capacity is twelve (12) million gallons per day (mgd) and the current average production is four (4) mgd. The water system has good pressure (55 psi) and adequate fire flow; however no recent fire flow tests have been conducted in the study area. RETTEW is not aware of any water system capacity issues which would restrict the overall development of the industrial study area.

The existing water distribution piping within the Borough's existing Keystone Drive consists of a twelve (12) inch pipe and within the Township's Old Reading Pike consists of twenty four (24) inch pipe. The extension of existing water lines would provide water service and adequate looping of the water distribution system for future industrial development.

Future Keystone Boulevard road improvements would require the extension of new twelve (12) inch ductile iron water main and five (5) fire hydrants from the current Keystone Drive terminus west to Old Reading Pike; a distance of approximately 4,300 LF.

**Sanitary Sewer:** Pottstown Borough owns and operates the wastewater treatment plant (WWTP) that serves the needs of the entire study area. The Borough and West Pottsgrove Township own and operate the sanitary sewer collection and conveyance facilities within their respective portions of the study area.

The Pottstown WWTP has adequate capacity for future growth in the industrial study area. The hydraulic and organic five (5) year projections do not approach the current permitted capacity of the WWTP. The 2010 average sewage flow to the WWTP was 5.99 million gallons per day (mgd). The National Pollution Discharge Elimination System (NPDES) permit capacity is 12.85 mgd. The biological organic loading is also well below permitted capacities. Pottstown Borough has been working to reduce infiltration and inflow (I/I) by means of rehabilitation and repair of malfunctioning sewers where necessary and installation of replacement or parallel pipelines to increase system capacity.

The existing sewage collection piping within the Borough's existing Keystone Drive consists of a 3 inch force main pipe which discharges to existing gravity sewers in High Street near the intersection of College Drive. The existing industrial development along Keystone Drive utilizes privately owned grinder pump systems to convey sewage to the public force main.

The West Pottsgrove Township sewerage infrastructure has adequate capacity for future growth in the industrial study area. The maximum consecutive three-month average daily hydraulic loading for 2010 was 0.949 mgd. The projected maximum three-month flow for 2015 is 0.834 mgd. Both of these values are below the permitted hydraulic loading allocation of 1.6 mgd. West Pottsgrove Township has also been working to reduce I/I through repair and replacement of the sanitary sewer collection and conveyance system. The existing industrial development along Old Reading Pike within the Township is served by gravity sewers and Pumping Station #1 located at the intersection of Old Reading Pike and the Schuylkill River trail. The condition of the pump station is good. Pump

portion of the to-be-vacated portion of the US Route 422 Highway, and wraps around the western end of the study area, ultimately connecting back to the Schuylkill River trail at its westerly end at South Grosstown Road.

Ultimate development of these facilities will increase the vitality of the study area, bring the area more into the public spotlight, and add community value. Prospects for redevelopment of the study area are strengthened as well by the potential for water related businesses to locate adjacent to the river.

#### Alternatives Analysis

The Steering Committee evaluated two redevelopment alternative scenario drawings (see Appendices to view the drawings) to arrive at its preferred alternative. The prospective land uses and infrastructure improvements in each alternative were readily interchangeable and enabled the Committee to mix and match them in various ways to form a number of potential alternatives. The primary differences between the two specific alternatives were as follows:

- The alignment of Keystone Boulevard across the study area - Alternative 1 shows Keystone Boulevard following the old PECO right-of-way its entire length until intersecting with Old Reading Pike; Alternative 2 shows Keystone Boulevard at its eastern end diverting northward "behind" a number of the study area properties and running west just to the south of the Norfolk Southern rail line until rejoining the old PECO right-of-way one property shy of its intersection with Old Reading Pike.
- Land use mix – Alternative 1 shows a greater concentration of light and heavy industrial while Alternative 2 substitutes a hotel and some warehousing for some of the light and heavy industrial.
- Rail access – Alternative 1 shows direct rail spur access to several of the properties within the study area while Alternative 2 (where Keystone Boulevard is shown running just to the south of the Norfolk Southern rail line) shows no rail spur access to properties because the likely rail spur locations would require at-grade crossings of Keystone Boulevard, frustrating the purpose of extending access from all the properties to Keystone Boulevard.
- Public access to the Schuylkill River – Alternative 1 shows the public having to cross Keystone Boulevard to access the river at the site of the former landfill; Alternative 2 (where Keystone Boulevard is shown running just to the south of the Norfolk Southern rail line) enables public access to the river at the site of the former landfill without having to cross Keystone Boulevard.

As noted above, the prospective land uses and infrastructure improvements in each alternative scenario were readily interchangeable and enabled the Committee to mix and match them in various ways to form a number of potential alternatives. Based on the alternatives evaluation above, the Committee viewed Alternative 1, with certain adjustments, as its preferred alternative. Alternative 1's easier road access, rail spur availability, mix of land uses, and less costly roadway and related infrastructure improvements recommended it over Alternative 2. However, the committee preferred Alternative 2's hotel use and incorporated it into its chosen preferred alternative. In addition, the Committee determined that the moderately deep pond adjacent to the former landfill site provided a unique opportunity for water related commercial and/or light manufacturing uses on adjacent lands. The Committee included that concept in its Preferred Alternative.

#### Preferred Alternative Details:

- Land Uses
  1. Heavy Manufacturing – 294,650 sq. ft.
  2. Light Manufacturing – 383,000 sq. ft.
  3. Office – to be determined
  4. Hotel - 75,000 sq. ft.
  5. Water Related Commercial/Light Manufacturing – to be determined
  6. Recreation – 70 acres
- Improvements Cost Estimates
  1. Keystone Boulevard Extension - \$10,150,250 (includes roadway related stormwater improvements) (project design and permitting - \$1,522,500)
  2. Water Main Extension - \$590,400
  3. Sewer Main Extension - \$215,400

#### Implementation Strategies

This implementation section is designed to guide Pottstown Borough and West Pottsgrove Township in moving the various projects contained within the master plan to actual on-the-ground improvements. The implementation section is organized into two sections: an implementation narrative that details priority implementation actions, and a partner resource section that lists potential partners and funding programs for consideration. This section consolidates into concise listings the recommended improvements that are discussed as part of the concept plan and is intended to establish logical next steps. As the Township and Borough move these projects forward, it will be important for them to keep in mind the following:

- **This plan is flexible in its design.** If needs and/or conditions change in the future, the project's managing entities, the Township and Borough, will need to evaluate potential options and be willing to be flexible when considering the highest and best use for the properties.
- **Demonstrate small successes.** The list of recommended first steps is meant to serve as a guideline, but this too is flexible. The managing entities should capitalize upon opportunities as they are presented, even if this means diverting attention from what they would consider a higher priority portion of the project, if this higher priority is not ready to go.
- **Stay focused and be realistic.** The plan will not be implemented overnight, and keeping the project moving forward will require ongoing and focused project management.

## **2. Establishing a Fundraising Strategy**

The organization will need to identify its immediate and long range goals and begin to match partners and funding programs with specific projects to obtain the resources necessary to achieve successful implementation (essentially along the lines of a capital improvements plan). Having a plan in place and ensuring effective communication, public relations, and marketing of the redevelopment initiative will increase buy-in and demonstrate to buyers that the Township and Borough are organized and committed to seeing this plan become a reality. The second part of this implementation section includes a list of potential partners and funding programs that the Township and Borough may consider to move forward with specific projects. Other funding resources to consider include:

- Develop an effective marketing piece to engage potential funders.
- Develop a sources and uses of funding spreadsheet to show how a project will be completed and identify any funding gaps.
- Hold a funding roundtable with multiple funding agencies to discuss which components of a specific project the different funders may be able to support. This will help to make the revitalization initiative a true collaborative effort.

## **3. Infrastructure and Land Development Projects**

The conceptual master plan that was developed as part of this project visually depicts the envisioned redevelopment of the industrial property. This section will look at the development of specific components of that plan, including necessary infrastructure and land development improvement projects. It is important to recognize that these improvements will only be possible if the other aspects of the implementation plan, including organization, communication, fundraising, and business recruitment are put into place.

### **Infrastructure Improvements**

Several infrastructure improvements are identified as part of the concept master plan that pertain to and have the potential to benefit the entire industrial property, as opposed to an individual site. Such improvements include:

Improvements for vehicular transportation access to and within the industrial area:

- The extension of Keystone Boulevard as a two-lane roadway from its current terminus west to Old Reading Pike.
- South Grosstown Road and Old Reading Pike Intersection - Provide new traffic signalization and turning lanes on both roads into and out of the study area.
- High Street and Grosstown Road Intersection – Provide a 150 feet northbound Grosstown Road left turn lane and optimize existing signalization cycle length, splits, and turning phases.

Improvements to the Water System:

- Future Keystone Boulevard road improvements would require the extension of new twelve (12) inch ductile iron water main from the current Keystone Drive terminus west to Old



firm to develop the RFP scope of work, advise on the feasibility of the proposals, and help insure that contractual obligations are met.

- **Aggressive approaches** to facilitating new use of a specific property within the industrial area:
  1. Engage the current or a new owner with the Township and the Borough as partners with a state or regional funding program for redevelopment. The Pennsylvania Department of Community and Economic Development's Business In Our Sites funding program is designed to support partnerships of this type.
  2. Use state or county funding to prepare a site specific redevelopment plan for property including redevelopment scenarios and needed infrastructure to support the highest and best use of the property. With the site specific redevelopment plan completed, various options exist as next steps to implement the plan. The three options presented below represent a progressive increase in required Township and Borough effort in moving the redevelopment plan forward. To ease the level of municipal effort, the Township or Borough could partner with an experienced economic development entity in the region such as the Montgomery County Redevelopment Authority or the Pottstown Area Industrial Development, Inc. Additionally, if the property's redevelopment project qualifies for the Federal New Market Tax Credit, then the National Development Council can get involved and can bring in developers from all over the country.
    - Hand the redevelopment plan to a developer who would be contracted to build the plan.
    - Get land development approvals for the plan and then turn the property's development over to a developer.
    - Get approvals and construct necessary infrastructure on the property according to the redevelopment plan and then turn the property development over to a developer. Evaluate other funding programs to help finance the cost of construction.

#### Environmental and Cultural Resources Considerations

To fully determine potential environmental and cultural resource impacts and hazards associated with the specific study area properties to be redeveloped, additional investigation is necessary to complete due diligence work. In particular, the following inquiries are recommended:

- A review of applicable files maintained by the PADEP and the U. S. Environmental Protection Agency (EPA) to conclusively identify any potential environmental concerns (underground hazards, sensitive resources, etc.) at the specific properties identified for redevelopment in the preferred alternative. These reviews can be completed in a total of one (1) week's time. Discussions with agency case managers on the study area properties should also be conducted.
- Properties will need cultural resource clearance and coordination through the Pennsylvania Historical and Museum Commission (PHMC), especially those along the proposed expansion

- **Coordination with PennDOT on the US 422 Realignment Project**
  1. Monitor progress and timing.
  2. Actively participate in the project design to insure a good fit with the study area redevelopment master plan including impacts to individual sites and coordination with infrastructure improvements. In particular, insure that South Grosstown Road will be full access along its entire length to the US 422 interchange.
  3. Pursue ownership of lands where the existing US 422 is expected to be vacated.
    - **Estimated Cost:** Minimal Cost/In-house Activity
- **Establish the Project Management Organization** – The organization will be the managing entity and in charge of developing the communication plan, marketing plan, fundraising strategy, and specific site redevelopment timelines. The organization needs to be established at the forefront to ensure a coordinated approach to plan execution.
  - **Estimated Cost:** Low Cost / In-house Activity
- **Focus on Infrastructure Improvements** – The first major project should involve the extension of Keystone Boulevard and other related transportation and infrastructure improvements, as these will greatly improve accessibility to and within the site, thus increasing the desirability of the sites for redevelopment.
  - **Keystone Boulevard Estimated Design and Permitting Costs: \$1,522,500**
  - **Keystone Boulevard Estimated Improvements Cost: \$10,150,250** (See cost opinion in Appendix E for details.)
  - **Water Service Extension Estimated Improvement Cost: \$590,400**
  - **Sewer Service Extension Estimate Improvement Cost: \$215,400**

Potential funding source matches for these improvements are listed below (see the following Potential Partners and Funding Sources section for further details). The Borough, Township, and their managing organization should reach out to key people at the funding agencies to discuss the project as it relates to available funding programs to determine the ultimate best fit.

*Montgomery County – Community Revitalization Program:* This program funds transportation improvements including new roads, sidewalks, trails, and pedestrian connections, road realignments, traffic calming, transit facilities, and bicycle facilities. The availability of funding for transportation initiatives that support redevelopment would need to be confirmed with Montgomery County.

*PA Department of Community and Economic Development – Business in Our Sites and PennWorks:* DCED is currently dovetailing these programs to encourage economic development in strategic locations that are poised for growth and in which there is a documented financial need. The water and sewer connections would fall under the PennWorks Program, but DCED is only funding this program if it is paired with a larger Business in Our Sites initiative that will make a site “shovel ready”. Business in Our Sites funds may be used to acquire land, conduct environmental assessment and remediation, and perform demolition. The funds may also be used for site preparation activities and installation of infrastructure, including but not limited to sewer, water, storm water, utilities and telecommunications. They may also be used for access roads or other necessary on-site

## Potential Partners and Funding Resources

As Pottstown Borough and West Pottsgrove Township move forward with the implementation of the master plan for redevelopment of the industrial area, there are numerous partners that they may consider engaging in the process for financial or technical support.

## Montgomery County Resources

### Montgomery County

<http://planning.montcopa.org/planning/cwp/view,a,3,q,1737.asp>

The Montgomery County Strategic Economic Development Program consists of 8 different programs. The following table lists programs that may apply to various stages of implementation. Only businesses are an eligible applicant for the Business Location Fund. Pottstown Borough is eligible for all of the other programs listed in the table, and West Pottsgrove Township is eligible for all of the other programs except the Renaissance Fund. Other eligibility restrictions apply.

At this time, there is uncertainty regarding the continued viability of the various programs that are a part of the Strategic Economic Development Program, and the level of funding available in any year should be confirmed once a project has been defined.

Program Name	Program Intent	Allowed Project Categories	Funding Ceiling	Type of Funding
<b>Community Revitalization Program</b>	Helps older distressed communities revitalize	<ul style="list-style-type: none"> <li>• Revitalization plans</li> <li>• Commercial buildings</li> <li>• Cultural and arts attractions</li> <li>• Historic preservation</li> <li>• Housing</li> <li>• Parking improvements</li> <li>• Public safety</li> <li>• Signage</li> <li>• Streetscape improvements</li> <li>• Transportation</li> <li>• Urban plazas</li> </ul>	Varies by municipality	Grant
<b>Renaissance Fund</b>	Helps the most challenged municipalities attract major redevelopment	<ul style="list-style-type: none"> <li>• Commercial and mixed use development</li> <li>• Industrial development</li> <li>• Residential development</li> <li>• Parking improvements</li> <li>• Major cultural and arts attractions</li> <li>• Infrastructure upgrades</li> </ul>	No maximum. Requires at least 50% match	Grant and loan
<b>Business Location Fund</b>	Attract businesses to older distressed communities	<ul style="list-style-type: none"> <li>• Real estate purchases</li> <li>• Building construction and upgrades</li> </ul>	\$300,000. Requires at least 50% match	Loan

## Local/Regional Resources

### **Pottstown Area Industrial Development, Inc. (PAID)**

No website available

PAID was re-formed under a memorandum of understanding between the Borough of Pottstown, Pottstown School District, and Montgomery County Redevelopment Authority to become the economic development driver for Pottstown, working to implement the initiatives set forth in a 2009 Urban Land Institute study that determined that Pottstown needed a nonpartisan organization to oversee the borough's economic development plan. Since the study and the reorganization, PAID has focused on opening up the riverfront, encouraging high-value employment, expanding market choices for new and revitalizing existing housing, and accommodating a vibrant downtown.

### **Delaware Valley Regional Planning Commission**

<http://www.dvrpc.org/Funding/>

215-592-1800

DVRPC works to foster regional cooperation in a nine-county, two-state area. City, county, and state representatives work together to address key issues, including transportation, land use, environmental protection and economic development

### **Transportation and Community Development Initiative (TCDI)**

TCDI is a grant program that supports local development and redevelopment efforts in core cities and developed communities. Eligible activities include planning, design, preliminary engineering, analysis or feasibility studies. A 20% match is required.

### **Transportation Enhancements (TE)**

TE are federal highway and transit funds set aside under the Surface Transportation Program (STP) for community-based non-traditional projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. The following eligible project types may be suited for the study area:

- Bicycle and pedestrian facilities
- Safety and educational activities for pedestrians and bicyclists

### **PennWorks**

The PennWorks Program is administered by the Commonwealth Financing Authority (CFA) and provides grants to municipalities and municipal authorities; industrial development corporations are only eligible for PennWorks loans. Eligible projects include land acquisition and the construction, improvement, expansion, extension, repair or rehabilitation of a water or wastewater system not used solely for residential purposes. The project must involve the investment of capital in Pennsylvania enterprises and communities or result in the creation of new or the preservation of existing jobs. DCED currently is looking to fund PennWorks projects that are paired with a larger Business in Our Sites initiative.

### **Pennsylvania Department of Transportation (PennDOT)**

<http://www.dot.state.pa.us/>

### **Pennsylvania Infrastructure Bank (PIB)**

<http://www.dot.state.pa.us/PennDOT/Bureaus/PIB.nsf/HomepagePIB?OpenForm>

The PIB is administered by PennDOT, and provides low-interest loans at a rate of 1.625% for up to 100% of eligible costs. Construction projects receive the highest priority for funding, and eligible projects include, but are not limited to: roadway improvements; drainage bridge repair/replacement; and rail infrastructure construction and rail rehabilitation.

### **Rail Freight Assistance Program (RFAP)**

The Rail Freight Assistance Program provides financial assistance for investment in rail freight infrastructure, for example to build or repair rail lines or spurs. The intent of the program is to preserve essential rail freight service where economically feasible, and to preserve or stimulate economic development through the generation of new or expanded rail freight service. The maximum state funding for an RFAP project is 70% of the total project costs, not to exceed \$700,000. The funding for the construction portion of any project cannot exceed \$250,000.

### **Automated Red Light Enforcement (ARLE) Transportation Grant**

Through revenues generated from ARLE violations, the ARLE program will provide grant funds to local governments, metropolitan planning organizations (MPOs), rural planning organizations (RPOs), county planning organizations, and commonwealth agencies for transportation enhancement projects that focus on highway safety or mobility and can be completed at relatively low cost. Study area intersections could be a good fit for this program.

## Federal Resources

### United States Environmental Protection Agency (USEPA)

[http://epa.gov/brownfields/grant\\_info/index.htm](http://epa.gov/brownfields/grant_info/index.htm)

#### **Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants**

USEPA's Brownfields Program provides funding for three types of grants: Brownfields Assessment grants provide funds to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites; Brownfields Revolving Loan Fund (RLF) grants provide funds to capitalize a revolving fund and to make loans and provide subgrants to carryout cleanup activities at brownfields sites; and Brownfields Cleanup Grants provide funds to carryout cleanup activities at specific sites.

### United States Department of Commerce, Economic Development Administration (EDA)

<http://www.eda.gov/InvestmentsGrants/Investments.xml>

#### **Public Works and Economic Development Facilities**

Through the Public Works and Economic Development Facilities Program, the EDA will provide strategic public works investments to support the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies.

#### **Economic Adjustment Assistance**

Through this program, the EDA provides a wide range of construction and non-construction assistance (including public works, technical assistance, economic recovery strategies, and revolving loan fund (RLF) projects) in regions experiencing severe economic dislocations that may occur suddenly or over time.

#### **Local Technical Assistance**

The Local Technical Assistance Program helps eligible recipients fill the knowledge and information gaps that may prevent leaders in the public and nonprofit sectors in economically distressed regions from making optimal decisions on local economic development issues.