

**Congress of the United States**  
**Washington, DC 20515**

The following contains the details regarding the requests for High Priority Projects I am submitting to the House Committee on Transportation and Infrastructure for consideration and possible funding in the next Surface Transportation Reauthorization Bill.

This legislation will fund transportation programs including highways, bridges, transit and rail for the next six years. The vast majority of funding in this bill is allocated to States on a formula basis. Members of Congress may submit requests for High Priority Projects (HPP) to be included in this bill, but the final decisions regarding which projects are funded and at what level is determined by the House Committee on Transportation and Infrastructure. HPPs are a very small portion of this bill. If project funding is included in the House version of the bill, that is NOT a guarantee of federal support. Once the House passes a bill, it must be reconciled with a Senate version and signed into law by the President. Congress will work hard to complete this reauthorization by the end of 2009; however, prior transportation reauthorizations have taken 1 to 2 years to complete.

Projects will be designated in this legislation with a specific dollar amount to be spent during the authorization period. For most projects, the recipient of these funds will be the State DOT or a regional transit agency (PennDOT or SEPTA). Once a project is authorized in this legislation, it is the responsibility of the local entity/project sponsor to coordinate with the County and Regional Planning Commissions, PennDOT, SEPTA and/or other agencies to move the project forward. This includes, but is not limited to, getting the project added to the state's Transportation Improvement Program (TIP), completing any required environmental studies, permits, meeting public participation requirements, and securing any required non-federal matching funds.

The following projects are listed alphabetically by project sponsor. All of the projects went through careful vetting from my office, as well as local, regional, and state transportation agencies. Below, you will find information about each project including its safety, economic development, mobility, and environmental benefits as provided to my office by the project sponsor.

**Project Sponsor:** County of Bucks

**Project Title:** PA Route 152 Realignment Study

**Request Amount:** \$160,000

**Project Description:** The PA Route 152 Realignment Study is intended to examine the feasibility to realign PA Route 152 in the village of Eureka, Warrington Township, Bucks County so that the roadway would avoid the congested intersection of County Line Road and Lower State Road. Currently, County Line Road is under design by PennDOT for widening to a five-lane cross section, and the intersection of Upper State Road and the existing PA Route 152 intersection continues to show severe peak-hour congestion due to poor alignment and future predicted traffic volumes. This study will explore the

relocation of PA Route 152 away from this location to improve safety and reduce congestion. This is a new project. The County of Bucks is requesting one hundred sixty thousand dollars for this study.

- **Safety Benefits**

Although slow speeds are prevalent at this intersection due to severe peak-hour congestion, the existing intersection of PA Route 152, County Line Road, and Lower State Road currently experiences a number of rear-end accidents due to poor progression, severe congestion, and poor roadway geometry. By examining whether PA Route 152 could be pulled away from the existing intersection, capacity and safety could be improved.

- **Economic Development Benefits**

The corridor currently experiences severe peak-hour congestion and carries a high percentage of trucks. The possibility for decreased congestion will allow for faster movement of goods and people, help existing businesses in the area, and make the area more attractive to visitors.

- **Mobility Benefits**

The potential for this realignment would greatly improve the operational efficiency of the County Line Road Improvement by eliminating a leg from the intersection and improving traffic flow through this congested area.

- **Environmental Benefits**

This project will benefit the environment, since improving congestion will reduce the amount of idling vehicles. A reduction in idling vehicles will reduce the amount of noxious emissions and improve air quality.

- **Local Support**

*"Warrington Township continues to support this project since it will improve safety in the area."*

- Tim Tieperman, Warrington Township Manager

*"The Bucks County Commissioners continue to support this project since it will improve safety in the area."*

- James F. Cawley, Esq., Vice Chairman, Bucks County Board of Commissioners

**Project Sponsor:** County of Bucks

**Project Title:** Quakertown Rail Restoration Preliminary Engineering and Environmental Clearance Project

**Request Amount:** \$4,560,000

**Project Description:** This project will perform the environmental review process under the guidelines of the National Environmental Protection Act (NEPA), and complete preliminary engineering. These are the next steps in a multi-phase project designed to

restore passenger rail service in a developing area, which stretches from Lansdale in Montgomery County, through Quakertown and Upper Bucks County, and into the Lehigh Valley. The County of Bucks is requesting four million, five hundred and sixty thousand dollars for this project.

- **Safety Benefits**

This project will improve safety by removing vehicles from Route 309, which is located in the heavily developed area of Quakertown Borough.

- **Economic Development Benefits**

This project will provide economic development benefits by removing through-vehicles from Route 309 in the area of intense commercial development. By removing these vehicles from commercial area, potential customers to this area will be encouraged to frequent these businesses, since congestion should be eased by the project. In addition, improvements to the rail line will provide benefits to rail freight service located along the corridor.

- **Mobility Benefits**

Reactivation of this rail line would provide public transportation service to this rapidly growing area of Bucks County. The proposed service would provide a needed transportation alternative to the more than 40,000 vehicles per day which use Route 309 through the Upper Bucks County area. A proposed park-and-ride at the end of the line would service the Lehigh Valley area, which has experienced tremendous growth over the past ten years.

- **Environmental Benefits**

The provision of public transportation would remove many vehicles from the area roadways, which in turn reduces the amount of noxious emissions emitted by these vehicles. Furthermore, since the right-of-way already exists, only a minimal amount of land would be necessary to reactivate this important service.

- **Local Support**

*"Bucks County has fully supported the work to date and is eager to see it continued. We have worked regionally with Montgomery County, our TMA, the regional planning commission, and PennDOT in this endeavor."*

- Charles H. Martin, Chairman, Bucks County Board of Commissioners

**Project Sponsor:** County of Bucks

**Project Title:** US 202 Improvement Project

**Request Amount:** \$2,000,000

**Project Description:** The County of Bucks is requesting two million dollars to realign US 202 at East State Street and widen the intersection of US 202 and PA Route 313 to include additional turning lanes and extend the widening of US 202 northbound to Mechanicsville Road to provide an additional center turn lane. The project limits are in Buckingham and Doylestown Townships. US 202 currently carries in excess of 20,000

vehicles a day, and PA Route 313 currently carries in excess of 13,000 vehicles a day. This project is already underway through PennDOT.

- **Safety Benefits**

This project will improve safety by removing the disjointed and awkward terminus of the US 202 bypass as it transitions from a limited access facility to the at-grade roadway which continues as northbound US 202.

- **Economic Development Benefits**

This project will provide economic development benefits by removing through-vehicles and increasing mobility along US 202 through Central Bucks County. This will make visiting Doylestown, Chalfont, and New Britain Borough easier and more attractive.

- **Mobility Benefits**

This project will improve mobility for all travelers utilizing the US 202 corridor through Central Bucks County, as it would alleviate congestion and safety problems for the terminus of the US 202 Bypass around the Borough of Doylestown.

- **Environmental Benefits**

This project will help improve the air quality in the area by decreasing traffic congestion and the associated vehicle emissions.

- **Local Support**

*"Doylestown Borough supports this project since it will improve safety in the area."*

- Det Ansinn, Doylestown Borough Council President

*"This project will provide economic development benefits by removing through-vehicles and enhancing the mobility of U.S. Route 202 through central Bucks County by eliminating trips moving through the boroughs of Chalfont, New Britain and Doylestown."*

- James F. Cawley, Esq., Vice Chairman, Bucks County Board of Commissioners

**Project Sponsor:** County of Bucks

**Project Title:** Portzer Road Connector Project

**Request Amount:** \$2,000,000

**Project Description:** Construct a two-lane connector road from PA Route 663 to Pennsylvania Route 309 northwest of Quakertown Borough using existing alignments for Portzer and Pumping Station Roads. This project is already underway through PennDOT. Preliminary Engineering has been completed. The County of Bucks is requesting two million dollars for this project.

- **Safety Benefits**

This project will improve safety by removing through-vehicles from the portion of Route 309 located along the heavily developed areas of Quakertown. Furthermore, the Route 309 and Portzer Road intersection is an extreme safety hazard due to high speeds, poor sight distance, and lack of signalization. This situation will be corrected through the project.

- **Economic Development Benefits**

This project will provide economic development benefits by removing through-vehicles from Route 309 in the area of intense commercial development. By removing these vehicles from the commercial area, potential customers to the region will be encouraged to frequent these businesses, since congestion should be eased by the project.

- **Mobility Benefits**

This project will improve mobility for all travelers, as vehicles will be spread out over the entire roadway network instead of concentrated in the Route 309 corridor.

- **Environmental Benefits**

This project will benefit the environment, since decreased congestion will reduce the amount of idling vehicles. A reduction in idling vehicles will reduce the amount of noxious emissions in the area and region.

- **Local Support**

*"The Bucks County Planning Commission continues to support this project, since it will improve safety in the area by removing through-vehicles from the portion of Route 309 located in the heavily-developed areas of Quakertown."*

- Lynn Bush, Executive Director, Bucks County Planning Commission

*"The roadway improvements identified will provide some much-needed relief in this area."*

- James F. Cawley, Esq., Vice Chairman, Bucks County Board of Commissioners

**Project Sponsor:** County of Bucks

**Project Title:** U.S. Route 1 Corridor Safety Study

**Request Amount:** \$400,000

**Project Description:** U.S. Route 1 is a 14-mile corridor which spans from the Delaware River to the Philadelphia/Bucks County line. The corridor covers seven municipalities in Bucks County. Unsafe high vehicle speeds are routine along this roadway. Furthermore, much of the roadway does not have adequate shoulder areas. These unsafe conditions may have contributed to the recent death of Middletown Township police officer Chris Jones during a traffic stop, as Officer Jones' vehicle was struck from behind by a

speeding vehicle. Increased speeding enforcement efforts are limited, because the road was constructed with deficient shoulders and/or pull-over areas.

With these issues in mind, the project will develop a Safety Study of the corridor. The study will address existing and short-term transportation problems and truck traffic issues, and propose practical measures to improve traffic flow and road safety along the route. The study will provide recommendations such as lane improvements, shoulder upgrades, guiderail installation, and interchange improvements. The County of Bucks is requesting four hundred thousand dollars for this study.

- **Safety Benefits**

Speeding vehicles are a major concern along this roadway. Furthermore, much of the roadway does not have adequate shoulder areas. Therefore, once improvements are made based upon the recommendations of the proposed study, safety will be greatly improved. Additionally, enforcement efforts could be increased if safe pull-over areas were provided.

- **Economic Development Benefits**

The corridor carries a high percentage of trucks. Providing improvements to the corridor will allow for the safe passage of commercial vehicles. Several commercial/business campuses are located along the corridor.

- **Mobility Benefits**

Improving the safety of the corridor will reduce incidents that occur along the roadway. Furthermore, improvements to the corridor will allow for quicker incident-management procedures, which in turn will allow the corridor to function more efficiently, and decrease traffic congestion.

- **Environmental Benefits**

This project will benefit the environment, since decreased congestion will reduce the amount of idling vehicles. A reduction in idling vehicles will reduce the amount of noxious emissions in the area and region.

- **Local Support**

*"The Bucks County Commissioners continue to support this project, since it will develop a Safety Study of the corridor."*

- James F. Cawley, Esq., Vice Chairman, Bucks County Board of Commissioners

**Project Sponsor:** Pennel Borough

**Project Title:** Park Avenue Transportation Improvements

**Request Amount:** \$411,613

**Project Description:** The project is intended to reconstruct Park Avenue in Pennel Borough. Improvements include reconstructing the roadway, installing new curbing, storm water drainage, sidewalks, lighting, and landscaping to contribute to planned

revitalization of the downtown commercial area for transit-oriented development. The Borough has requested four hundred eleven thousand, six hundred and thirteen dollars for this project.

- **Safety Benefits**  
This project will make it safer for vehicles and pedestrians to access the SEPTA R3 regional rail station.
- **Economic Development Benefits**  
This project will create construction jobs and contribute to the overall revitalization of Pennel Borough.
- **Mobility Benefits**  
This project will provide easier access to public transit and increase safety for pedestrian travel in the downtown area.
- **Environmental Benefits**  
The planned safety and access improvements will encourage people to walk or use public transit instead of driving. The decrease in vehicle emissions will result in better air quality in the area.
- **Local Support**  
*“Pennel Borough has been actively pursuing grants and financial assistance to prepare for the revitalization of the downtown business district. One of the major components of this revitalization is the Reconstruction of Park Avenue.”*  
- Ward McMasters, Pennel Borough Council President

**Project Sponsor:** Redevelopment Authority of the County of Bucks

**Project Title:** Bucks County Waterfront Revitalization Transportation and Access Project

**Request Amount:** \$9,600,000

**Project Description:** Nine million, six hundred thousand dollars is requested to implement the transportation, safety and access improvements set forth in the Bucks County Waterfront Revitalization Plan for Bristol Borough, Bristol Township, Bensalem Township, Morrisville Borough, Tullytown Borough and Falls Township. The municipalities along the Delaware River in Bucks County, PA are home to a combination of interstate and U.S. highways, freight and commuter rail, and shipping and boating facilities. This project will allow for more efficient use of existing modes to facilitate interstate and international commerce, and will integrate these varied transportation systems within the community to increase safety and mobility.

- **Safety Benefits**  
The project incorporates various improvements and enhancements to key access areas identified in the Plan. The project will minimize disruptive truck traffic on roadways experiencing heavy volumes, and develop and enhance biker/hiker

pathways. The Project will redevelop primary access points to the riverfront communities, particularly Route 13, which is one of the busiest and most dangerous roadways in Bucks County.

- **Economic Development Benefits**

The project focuses on improving access to the riverfront areas of the communities and enhancing each community's ability to capture additional economic development and tourism activity. Implementation of the project will incorporate various transportation improvements and enhancements to improve access to jobs, restore and preserve the local environment, and spur increased economic investment and community development.

- **Mobility Benefits**

The project will enhance mobility by improving and enhancing major thoroughfares in the project area. Improvements and enhancements will be necessary and beneficial considering Bucks County is projected to add 115,000 new residents by 2024 which means added demand on an aging transportation infrastructure. Notably, the total population of the six municipalities in the project area currently represents about a third of the population in Bucks County.

- **Environmental Benefits**

Industrial development has played and continues to play a large role in the project area. Nearly 1,700 acres of vacant industrial/manufacturing land exists in the communities that comprise the project area. Implementation of the transportation and access improvements set forth in the plan will be an enormous engine for the cleanup and redevelopment of these sites.

- **Local Support**

*"The Bucks County Waterfront Revitalization, Transportation and Access Project is essential to the economic vitality of Lower Bucks County, and would be of enormous strategic benefit to the greater Southeastern Pennsylvania Region."*

- Bob White, Executive Director, Redevelopment Authority of the County of Bucks

**Project Sponsor:** Solebury Township

**Project Title:** Solebury Township Smart Transportation Project

**Request Amount:** \$2,000,000

**Project Description:** This request seeks funding for the final phase of constructing a multi-modal system of roads and pedestrian trails in Solebury Township. The first phase of this project: constructing an off-road trail, park improvements, and a pedestrian bridge linking the park to a canal towpath, was completed by the Township in partnership with the Delaware Valley Regional Planning Commission. This project seeks to complete the multi-modal system with the construction of a two-mile pedestrian trail linking high density residential areas with four township parks, the regional trail at Delaware Canal State Park, and the New Hope/Solebury School Complex. In addition, the project would



construct a roundabout at Route 202/PA179, which would ease congestion in this highly-developed area, and reduce emissions. Combined with the construction of an internal access road, traffic would be able to flow continuously, and emissions and fuel consumption would be reduced. Solebury Township is requesting two million dollars for this phase of the project. Taken together, the resulting improvements would create jobs through construction, as well as support development projects that would create permanent full-time jobs. The project would provide safe transportation alternatives for Solebury Township residents and would ease congestion in this highly-trafficked area.

- **Safety Benefits**

The Federal Highway Administration has shown that roundabouts provide substantial safety improvements, reducing crashes by 35% and fatalities by 90%. Additionally, by constructing pedestrian trails, alternative modes of transportation could be more safely utilized as they would be separate from area roadways.

- **Economic Development Benefits**

The construction of these improvements would create 125 jobs throughout the implementation of the project, and the completion of this project would support the development activity of several projects that cumulatively would create approximately 200 full-time jobs.

- **Mobility Benefits**

Roundabouts have been proven to increase fuel efficiency and reduce congestion. This high-traffic corridor near the PA/NJ border could reduce driver delay by 30%.

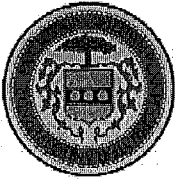
- **Environmental Benefits**

The multi-modal transportation project is about getting citizens to use a variety of means of transportation. The construction of a roundabout would reduce emissions by 26% as a result of fewer idling vehicles, and by constructing pedestrian trails, residents would be encouraged to use alternative modes of transportation, taking cars off the road.

- **Local Support**

*“Considerable effort at planning and building consensus among a wide range of partners has let to a viable project that will continue to provide improvements to the environment and create full-time jobs. The residents of Solebury Township look forward to your support of the project.”*

- John Granger, Solebury Township Manager



# County of Bucks

## OFFICE OF THE COMMISSIONERS

Administration Building  
5<sup>th</sup> Floor

55 East Court Street  
Doylestown, PA 18901  
215-348-6000

*County Commissioners*  
CHARLES H. MARTIN, *Chairman*  
JAMES F. CAWLEY, ESQ., *Vice Chairman*  
DIANE M. ELLIS-MARSEGLIA, LCSW

May 14, 2009

The Honorable Patrick Murphy  
United States Congressional District 8  
1007 Longworth House Office Building  
Washington, DC 20515

RE: **Route 152/Eureka Village Study**  
Warrington Township, Bucks County

Dear Congressman Murphy:

The Bucks County Planning Commission has prepared the Transportation Request Form for the above referenced project. The project as identified is consistent with prior studies conducted for the area and supports the previously identified need for roadway improvement along this corridor.

A feasibility study will be done to determine if Pennsylvania Route 152 can be realigned from its current location in the village of Eureka, Warrington Township. The goal of the study is to a redesign the intersection of County Line Road, Pennsylvania Route 152 and Lower State Road which currently experiences severe peak hour congestion and safety problems due to the multi-leg configuration of the intersection.

The Bucks County Commissioners continue to support this project since it will improve safety in the area. Although slow speeds are prevalent at this intersection due to severe peak hour congestion, the existing intersection currently experiences a number of rear-end accidents due to poor progression, severe congestion and poor roadway geometry. By examining whether the Pa Route 152 roadway could be pulled away from the existing intersection, capacity and safety could be improved.

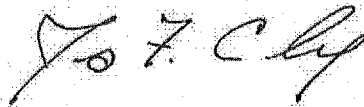
The provision of federal funds is vital to the success of the project. As proposed, the cost breakdown would be as follows:

<i>Requested Amount</i>	<i>\$160,000.00</i>	<i>80%</i>
<i>Warrington Township Funds</i>	<i>\$40,000.00</i>	<i>20%</i>
<i>Total Cost</i>	<i>\$200,000.00</i>	

Once funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform the general public of the proposed study goals and objectives. Once all comments from the public are received, the final study would be completed.

Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. F. Cawley".

James F. Cawley, Esq., Vice Chairman  
Bucks County Board of Commissioners

# warrington



# township

852 EASTON ROAD, WARRINGTON, PA 18976  
215-343-9350 ■ FAX 215-343-5944  
www.warringtontownship.org

BOARD OF SUPERVISORS  
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TOWNSHIP MANAGER  
TIMOTHY J. TIEPERMAN

May 7, 2009

U.S. Congressman Patrick Murphy  
60 North Main Street  
Doylestown, PA 18901

RE: **Route 152/Eureka Village Study**  
Warrington Township, Bucks County

Dear Congressman Murphy:

Warrington Township has reviewed the Transportation Request Form which was prepared for the above referenced project by the Bucks County Planning Commission. The project as identified is consistent with prior studies conducted for the area and supports the previously identified need for roadway improvement along this corridor.

A feasibility study will be done to determine if Pennsylvania Route 152 can be realigned from its current location in the village of Eureka, Warrington Township. The goal of the study is to a redesign the intersection of County Line Road, Pennsylvania Route 152 and Lower State Road which currently experiences severe peak hour congestion and safety problems due to the multi-leg configuration of the intersection.

Warrington Township continues to support this project since it will improve safety in the area. Although slow speeds are prevalent at this intersection due to severe peak hour congestion, the existing intersection currently experiences a number of rear-end accidents due to poor progression, severe congestion and poor roadway geometry. By examining whether the Pa Route 152 roadway could be pulled away from the existing intersection, capacity and safety could be improved.

The provision of federal funds is vital to the success of the project. As proposed, the cost breakdown would be as follows:

<i>Requested Amount</i>	<i>\$160,000.00</i>	<i>80%</i>
<u><i>Warrington Township Funds</i></u>	<u><i>\$40,000.00</i></u>	<u><i>20%</i></u>
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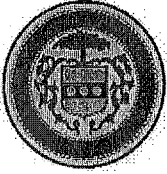
Once funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform the general public of proposed study goals and objectives. Once all comments from the public are received, the final study would be completed.

Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,



Warrington Township



# County of Bucks

## OFFICE OF THE COMMISSIONERS

Administration Building  
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55 East Court Street  
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215-348-6000

*County Commissioners*

CHARLES H. MARTIN, *Chairman*  
JAMES F. CAWLEY, ESQ., *Vice Chairman*  
DIANE M. ELLIS-MARSEGLIA, LCSW

May 13, 2009

The Honorable Charles W. Dent  
United States Congressional District 15  
1009 Longworth House Office Building  
Washington, DC 20515

Dear Congressman Dent:

Bucks County is forwarding for your consideration a Surface Transportation Authorization request for funding for the Quakertown Rail Restoration project. This funding would be used for preliminary engineering and environmental clearance, which is the next step in a multi-phase project designed to restore passenger rail service in a developing area stretching from Lansdale in Montgomery County, through Bucks County and into the Lehigh Valley.

Bucks County has supported this effort since 2000 when our first study indicated potential feasibility for restoring this existing rail link for commuter transit. Subsequent studies have indicated the potential for the rail line to improve mobility, foster economic growth, reduce congestion, and revitalize older towns along the rail corridor.

Upon completion of the next phase, a determination can be made about how this project conforms to the New Initiatives program.

Bucks County has fully supported the work to date and is eager to see it continued. We have worked regionally with Montgomery County, our TMA, the regional planning commission, and PennDOT in this endeavor.

It is our understanding that this funding, if secured, would cover 80 percent of the project cost and that the 20 percent match will be provided by PennDOT.

Sincerely,

A handwritten signature in cursive script that reads "Charles H. Martin".

Charles H. Martin, Chairman  
Bucks County Board of Commissioners



# Senate Transportation Committee

## Senator Robert C. Wonderling

### Chairman

*Craig R. Shuey, Executive Director*

281 Main Capitol Building, Harrisburg, PA 17120-3024  
Phone: 717-787-3110 • FAX 717-787-8004 • [www.senatorwonderling.com](http://www.senatorwonderling.com)

May 13, 2009

Commissioner Charles H. Martin, Chairman  
Commissioner James F. Cawley, Esq, Vice Chairman  
Commissioner Diane M. Ellis-Marseglia, LCSW  
County of Bucks, Office of Commissioners  
55 East Court Street  
Doylestown, PA 18901

Dear Commissioners,

I am writing you today to confirm my support for continuing Commonwealth financial assistance for the effort to restore passenger rail service to the region through an initiative to rehabilitate the existing freight corridor from Lansdale through Quakertown. I understand that Bucks County is not making a commitment for the 20 percent match required to obtain the Federal funds. I greatly appreciate your support for the application to Congressmen Murphy's and Dent's offices to support Federal funding for the environmental and preliminary engineering review for the project.

To date, this project completed its phase one review and is undergoing phase two of the required alternatives analysis under the approval of the Pennsylvania Department of Transportation. The Commonwealth and Bucks and Montgomery Counties have committed \$240,000 to support this review.

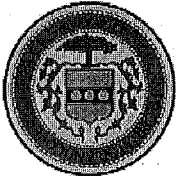
Upon completion of the phase two review a determination will be made about how this project conforms to the New Initiatives program created through Pennsylvania's Act 44 of 2007, where it has already received a commitment for up to \$5 million. I will continue to work with the Department of Transportation on behalf of this project in seeking funds through Act 44. In fact I am of the opinion that the New Initiatives funding program was designed specifically to fit this very type of project. I pledge to work with PennDOT to secure the state share of the match for this project.

I am confident that if all parties continue moving forward in the spirit of full cooperation our constituents will benefit from an efficient and convenient commuter rail system that will pay dividends for generations of Bucks County citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert C. Wonderling".

Robert C. Wonderling



# County of Bucks

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JAMES F. CAWLEY, ESQ., *Vice Chairman*

DIANE M. ELLIS-MARSEGLIA, LCSW

May 14, 2009

The Honorable Patrick Murphy  
United States Congressional District 8  
1007 Longworth House Office Building  
Washington, DC 20515

**RE: U.S. 202 Improvement Project (Poole's Corner)**  
Buckingham Township, Doylestown Township, Bucks County

Dear Congressman Murphy:

The Bucks County Planning Commission has prepared the Transportation Request Form for the above referenced project. The project will realign U.S. Route 202 at East State Street and widen the intersection of U.S. Route 202 and Pennsylvania Route 313 to include additional turning lanes and extend the widening of US Route 202 northbound to Mechanicsville Road to provide an additional center turn lane. The project limits are in Buckingham and Doylestown Townships. U.S. Route 202 currently carries in excess of 20,000 vehicles a day and Pennsylvania Route 313 currently carries in excess of 13,000 vehicles a day. The project is recommended for construction since funding for engineering and right-of-way have been identified.

The Bucks County Commissioners support this project since it will improve safety in the area. This project will improve safety and capacity at the intersection of Pennsylvania Route 313 and U.S. Route 202 by adding turning lanes and improving a disjointed and awkward alignment of U.S. Route 202 (Doylestown Bypass) as it terminates from a limited access facility to an at-grade roadway. This will also benefit the proposed 202 Parkway project since it will provide additional capacity for traffic generated by the Parkway as it moves through the region.

In addition, this project will provide economic development benefits by removing through-vehicles and enhancing the mobility of U.S. Route 202 through central Bucks County by eliminating trips moving through the boroughs of Chalfont, New Britain and Doylestown which would revitalize the borough core's. Additionally, this project will improve mobility for all travelers utilizing the U.S. Route 202 corridor through central Bucks County as it would alleviate a congestion and safety problem for the terminus of the U.S. Route 202 Bypass around the Borough of Doylestown.



This project will also improve the environment since improving congestion will reduce the amount of idling vehicles. A reduction in idling vehicles will reduce the amount of noxious emissions for the area and region.

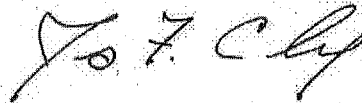
The cost breakdown would be as follows:

<i>Requested Amount</i>	<i>\$2,000,000.00</i>	<i>20%</i>
<i>State Funds</i>	<i>\$7,800,000.00</i>	<i>80%</i>
<i>Total Cost</i>	<i>\$9,800,000.00</i>	

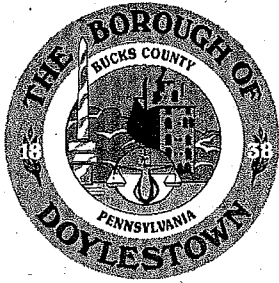
Once construction funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform municipal officials, as well as the general public of the proposed improvements. Once all comments from the public are received, final design of the project would be completed, with construction to follow thereafter.

Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,



James F. Cawley, Esq., Vice Chairman  
Bucks County Board of Commissioners



# BOROUGH OF DOYLESTOWN

BUCKS COUNTY, PENNSYLVANIA

**OFFICIALS:**

LIBBY WHITE, Mayor  
DET ANSINN, President  
LOU WHITE, Vice President  
JOHN H. DAVIS, Manager  
PHILIP C. EHLINGER, Asst. Manager

May 5, 2009

U.S. Congressman Patrick Murphy  
60 North Main Street  
Doylestown, PA 18901

**Re: US 202 Improvement Project (Poole's Corner)  
Buckingham Township, Doylestown Borough, Doylestown Township, Bucks County**

Dear Congressman Murphy:

Doylestown Borough has reviewed the Transportation Request Form which was prepared for the above referenced project by the Bucks County Planning Commission. The project will realign US Route 202 at East State Street and widen the intersection of US Route 202 and Pennsylvania Route 313 to include additional turning lanes and extend the widening of US Route 202 northbound to Mechanicsville Road to provide an additional center turn lane. The project limits are in Buckingham and Doylestown Townships. US Route 202 currently carries in excess of 20,000 vehicles a day and Pennsylvania Route 313 currently carries in excess of 13,000 vehicles a day. The project is recommended for construction since funding for engineering and right-of-way have been identified.

Doylestown Borough supports this project since it will improve safety in the area. This project will improve safety and capacity at the intersection of Pennsylvania Route 313 and US Route 202 by adding turning lanes and improving a disjointed and awkward alignment of US Route 202 (Doylestown Bypass) as it terminates from a limited access facility to an at-grade roadway. This will also benefit the proposed 202 Parkway project since it will provide additional capacity for traffic generated by the Parkway as it moves through the region.

In addition, this project will provide economic development benefits by removing through-vehicles and enhancing the mobility of US Route 202 through central Bucks County by eliminating trips moving through the boroughs of Chalfont, New Britain and Doylestown which would revitalize the borough core's. Additionally, this project will improve mobility for all travelers utilizing the US Route 202 corridor through central Bucks County as it would alleviate a congestion and safety problem for the terminus of the US Route 202 Bypass around the Borough of Doylestown.

This project will also improve the environment since improving congestion will reduce the amount of idling vehicles. A reduction in idling vehicles will reduce the amount of noxious emissions for the area and region.

**BOROUGH OF DOYLESTOWN**

U.S. Congressman Patrick Murphy  
May 5, 2009  
Page -2-

The cost breakdown would be as follows:

<b><i>Requested Amount</i></b>	<b><i>\$2,000,000.00</i></b>	<b><i>20%</i></b>
<b><i>State/Federal Funds</i></b>	<b><i>\$7,800,000.00</i></b>	<b><i>80%</i></b>
<b><i>Total Cost</i></b>	<b><i>\$9,800,000.00</i></b>	

Once construction funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform municipal officials, as well as the general public of the proposed improvements. Once all comments from the public are received, final design of the project would be completed, with construction to follow thereafter.

Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,



Detlev D. Ansinn, Jr.  
Doylestown Borough Council President

# Milford Township

## Board of Supervisors

2100 Krammes Road, P.O. Box 86, Spinnerstown, PA 18968  
(215) 536-2090 [vey.milford@comcast.net](mailto:vey.milford@comcast.net) (215) 529-9127 - fax

May 4, 2009

U.S. Congressman Patrick Murphy  
60 North Main Street  
Doylestown, PA 18901

RE: **Portzer Road Connector Project**  
Milford Township, Bucks County

Dear Congressman Murphy:

Milford Township finds the Transportation Request Form for the Portzer Road Connector as prepared by the Bucks County Planning Commission to be consistent with prior engineering studies and therefore reaffirms support.

The project will construct a two lane connector road from PA Route 663 to PA Route 309 northwest of Quakertown Borough to facilitate travel between the PA Turnpike and Interstate 78 while avoiding the heavily congested intersection located in Quakertown. Preliminary Engineering for the project has been completed.

Milford Township's continued support recognizes this project will improve safety by removing through-vehicles from a heavily developed portion of Route 309 and its congested intersection with Rt. 663 in Quakertown and signalizing the hazardous Route 663 and Portzer Road intersection. The diversion of traffic around Quakertown will improve levels of service without capital costs at the existing intersection. These improvements will reduce energy consumption and provide economic benefits by reducing congestion and easing customer access to commercial enterprises.

All construction projects in the region have escalated making the provision of additional federal funds vital to the success of this project. The cost would be as follows:

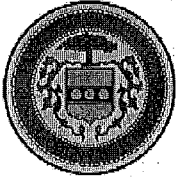
<i>Requested Amount</i>	<b>\$2,000,000.00</b>	<b>13%</b>
<i>Previous Demonstration Funds</i>	<b>\$1,650,000.00</b>	<b>11%</b>
<i>State Funds</i>	<b>\$11,900,000.00</b>	<b>76%</b>
<i>Total Cost</i>	<b>\$15,550,000.00</b>	

Once construction funds are secured, the public involvement process would begin to inform municipal officials and the public of the proposed improvements. After comments, final design of the project would be completed, with construction to follow.

Thank you for your consideration for appropriation of funds for this important project.

On Behalf of the Milford Township Supervisors,

  
Jeffrey Vey  
Milford Township Manager



# County of Bucks

## OFFICE OF THE COMMISSIONERS

Administration Building  
5<sup>th</sup> Floor

55 East Court Street  
Doylestown, PA 18901  
215-348-6000

*County Commissioners*

CHARLES H. MARTIN, *Chairman*  
JAMES F. CAWLEY, ESQ., *Vice Chairman*  
DIANE M. ELLIS-MARSEGLIA, LCSW

May 14, 2009

The Honorable Patrick Murphy  
United States Congressional District 8  
1007 Longworth House Office Building  
Washington, DC 20515

RE: **Portzer Road Connector Project**  
Milford Township, Bucks County

Dear Congressman Murphy:

The Bucks County Planning Commission has prepared the Transportation Request Form for the above referenced project. The project as identified is consistent with prior engineering studies conducted for the Quakertown area and supports the previously identified need for roadway improvement along this corridor.

The project will construct a two lane connector road from Pennsylvania Route 663 to Pennsylvania Route 309 northwest of Quakertown Borough using existing alignments for Portzer and Pumping Station Roads. Preliminary Engineering for the project has been completed. The roadway improvements identified will provide some much needed relief in this area. This project will provide a better connection between Route 309 and Route 663, while avoiding the heavily congested intersection located in Quakertown. This will allow travelers to more conveniently access the northeast extension of the Pennsylvania Turnpike located just west of the proposed improved connection with Route 663. Route 309 connects with Interstate 78, which provides access to New Jersey and the Pennsylvania Turnpike which provides access to the entire state, as well as New Jersey via the east-west Pennsylvania Turnpike.

The Bucks County Commissioners continue to support this project since it will improve safety in the area by removing through-vehicles from the portion of Route 309 located along the heavily developed areas of Quakertown. Furthermore, the Route 309 and Portzer Road intersection is an extreme safety hazard due to high speeds, poor sight distance and lack of signalization. This situation will be corrected through the project. Furthermore, this project will provide economic development benefits by removing through-vehicles from Route 309 in the area of intense commercial development in the area of Quakertown Borough. By removing these vehicles from commercial area, potential customers to this area will be encouraged to frequent these businesses since congestion should be eased by the project.

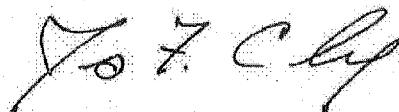
As with all projects in the region, construction costs on the project have escalated. Therefore, the provision of additional federal funds is vital to the success of the project. As proposed, the cost breakdown would be as follows:

<i>Requested Amount</i>	<i>\$2,000,000.00</i>	<i>13%</i>
<i>Previous Demonstration Funds</i>	<i>\$1,650,000.00</i>	<i>11%</i>
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Once construction funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform municipal officials, as well as the general public of the proposed improvements. Once all comments from the public are received, final design of the project would be completed, with construction to follow thereafter.

Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,



James F. Cawley, Esq., Vice Chairman  
Bucks County Board of Commissioners



**BUCKS  
COUNTY**  
**Planning Commission**

Lynn T. Bush, AICP *Executive Director*

May 13, 2009

U.S. Congressman Patrick Murphy  
60 North Main Street  
Doylestown, PA 18901

**RE: Portzer Road Connector Project**  
Milford Township, Bucks County

Dear Congressman Murphy:

The Bucks County Planning Commission has prepared the Transportation Request Form for the above referenced project. The project as identified is consistent with prior engineering studies conducted for the Quakertown area and supports the previously identified need for roadway improvement along this corridor.

The project will construct a two lane connector road from Pennsylvania Route 663 to Pennsylvania Route 309 northwest of Quakertown Borough using existing alignments for Portzer and Pumping Station Roads. Preliminary Engineering for the project has been completed. The roadway improvements identified will provide some much needed relief in this area. This project will provide a better connection between Route 309 and Route 663, while avoiding the heavily congested intersection located in Quakertown. This will allow travelers to more conveniently access the northeast extension of the Pennsylvania Turnpike located just west of the proposed improved connection with Route 663. Route 309 connects with Interstate 78, which provides access to New Jersey and the Pennsylvania Turnpike which provides access to the entire state, as well as New Jersey via the east-west Pennsylvania Turnpike.

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**COUNTY COMMISSIONERS:**

Charles H. Martin, *Chairman*  
James F. Cawley, Esq., *Vice Chairman*  
Diane M. Ellis-Marseglia, *ICSW*

**PLANNING COMMISSION:**

Darrin Hoffman, *Chairman*  
David R. Nyman, *Vice Chairman*  
Walter S. Wydro, *Secretary*  
Kathleen M. Babb  
Joseph A. Cullen  
H. Paul Kester  
Edward Kisselback  
Carol A. Pierce  
David H. Platt

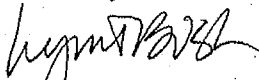
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Once construction funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform municipal officials, as well as the general public of the proposed improvements. Once all comments from the public are received, final design of the project would be completed, with construction to follow thereafter.

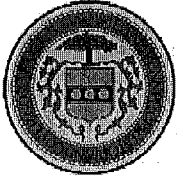
Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,



Lynn T. Bush,  
Executive Director





# County of Bucks

## OFFICE OF THE COMMISSIONERS

Administration Building

5<sup>th</sup> Floor

55 East Court Street

Doylestown, PA 18901

215-348-6000

*County Commissioners*

CHARLES H. MARTIN, *Chairman*

JAMES F. CAWLEY, ESQ., *Vice Chairman*

DIANE M. ELLIS-MARSEGLIA, LCSW

May 14, 2009

The Honorable Patrick Murphy  
United States Congressional District 8  
1007 Longworth House Office Building  
Washington, DC 20515

**RE: U.S. Route 1 Safety Study**

Bensalem Township, Middletown Township, Langhorne Manor Borough, Falls  
Township, Morrisville Borough, Bucks County

Dear Congressman Murphy:

The Bucks County Planning Commission has prepared the Transportation Request Form for the above referenced project. The project as identified is consistent with prior engineering studies conducted for this area and supports the previously identified need for roadway improvement along this corridor.

The project will produce a safety study for U.S. Route 1. U.S. Route 1 is a 14 mile corridor which spans from the Delaware River to the Philadelphia/Bucks County line. The corridor covers seven municipalities in Bucks County. Unsafe high vehicle speeds are routine along this roadway. Furthermore, much of the roadway does not have adequate shoulder areas. These unsafe conditions may have contributed to the recent death of Middletown Township police officer Chris Jones during a traffic stop as Officer Jones' vehicle was struck from behind by a speeding vehicle. Increased speeding enforcement efforts are limited because the road was constructed with deficient shoulders and/or pull-over areas.

The Bucks County Commissioners continue to support this project since it will develop a Safety Study of the corridor. The purpose of the U.S. Route 1 Corridor Safety Study is to address existing and short-term transportation problems and truck traffic issues. The aim of the study is to investigate and propose practical measures to improve traffic flow and road safety along the route. The study will provide recommendations such as lane improvements, shoulder upgrades, guiderail installation and interchange improvements.

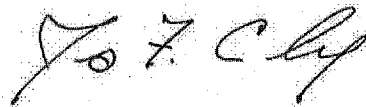
The provision of federal funds is vital to the success of the project. As proposed, the cost breakdown would be as follows:

<i>Requested Amount</i>	<i>\$400,000.00</i>	<i>80%</i>
<i>State Funds</i>	<i>\$100,000.00</i>	<i>20%</i>
<i>Total Cost</i>	<i>\$500,000.00</i>	

Once funds are secured, the public involvement process would begin. A well-planned and well thought-out public participation process will be used to inform the general public of the proposed study goals and objectives. Once all comments from the public are received, the final study would be completed.

Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,



James F. Cawley, Esq., Vice Chairman  
Bucks County Board of Commissioners



Lynn T. Bush, AICP Executive Director

COUNTY COMMISSIONERS:

Charles H. Martin, Chairman  
James F. Cawley, Esq., Vice Chairman  
Diane M. Ellis-Marsaglia, LCSW

PLANNING COMMISSION:

Darrin Hoffman, Chairman  
David R. Nyman, Vice Chairman  
Walter S. Wydro, Secretary  
Kathleen M. Babb  
Joseph A. Cullen  
H. Paul Kester  
Edward Kisselback  
Carol A. Pierce  
David H. Platt

May 13, 2009

U.S. Congressman Patrick Murphy  
60 North Main Street  
Doylestown, PA 18901

RE: US Route 1 Safety Study  
Bensalem Township, Middletown Township, Langhorne Manor Borough, Falls  
Township, Morrisville Borough, Bucks County

Dear Congressman Murphy:

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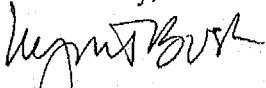
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Thank you for your careful consideration for the appropriation of funds for this very important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn T. Bush". The signature is written in a cursive style with a large initial "L".

Lynn T. Bush,  
Executive Director



# THE BOROUGH OF PENNDEL

Bucks County

300 Bellevue Avenue, Penndel, PA 19047

Telephone: 215-757-5152

Fax Number: 215-757-5154

Email: Penn.Boro@Verizon.net

Website: Penndelboro.com

April 24, 2009

Hon. Patrick Murphy  
U. S. House of Representatives  
414 Mill Street  
Bristol, PA 19007

Dear Congressman Murphy:

Since 2003, Penndel Borough has been actively pursuing grants and financial assistance to prepare for the revitalization of the downtown business district. One of the major components of this revitalization is the reconstruction of Park Avenue, an adjoining street to the SEPTA commuter train station. This reconstruction is the initial stage in the implementation of the recently completed TCDI plan which was financed through a Delaware Valley Regional Planning Commission grant. The implementation of this plan is essential to the movement of traffic through the Borough's main traffic intersection and for the safety of commuters using the R3 SEPTA rail line. The total reconstruction of the street is required to alleviate storm water runoff and allow for traffic flow in the downtown area. Throughout the TCDI planning process many meetings were held to allow for public input, and then the Penndel Borough Planning Commission unanimously adopted the plan.

Penndel Borough is therefore requesting financial assistance through the Federal Surface Transportation Projects that are high-priority in your Congressional District. The matching requirement will be provided by Borough resources and by a pending grant from the Bucks County Board of Commissioners in their pledge to provide casino revenue to impacted communities. Therefore, 80 percent or \$411,613 is requested from federal funding and \$102,904 or 20 percent will be provided by Penndel Borough and from pending funds from county gaming monies.

Thank you for considering and supporting our request.

Sincerely,

THE BOROUGH OF PENNDEL

W. Ward McMasters  
Council President



**REDEVELOPMENT AUTHORITY  
OF THE COUNTY OF BUCKS**

One North Wilson Ave., Suite 1, Bristol, PA 19007  
Phone 215-781-8711 Fax 215-781-8716

PATRICIA L. BACHTLE, CHAIRMAN  
RAY J. CHAPMAN  
ANTHONY L. MANISCOLA  
THOMAS COURDUFF  
WILLIAM M. PEZZA

ROBERT WHITE  
EXECUTIVE DIRECTOR  
JOSEPH W. PIZZO, ESQ.  
SOLICITOR

May 11, 2009

The Honorable Patrick J. Murphy  
Representative in Congress  
414 Mill Street  
Bristol, PA 19007

Dear Congressman Murphy:

I write to you in support of the Bucks County Waterfront Revitalization Transportation & Access Project. The Delaware River remains a primary center of economic activity for many of the waterfront communities in Bucks County. Even with weaknesses in the industrial sector that have left riverfront communities reeling, the municipalities on the Delaware River still possess the infrastructure and resources necessary to attract new economic vitality.

The Bucks County Waterfront Revitalization Plan serves as the framework for the entire Lower Bucks County Delaware region and the strategic plan for realizing the true economic potential of these municipalities. The project area covers parts of six jurisdictions (Bensalem Township, Bristol Borough, Bristol Township, Falls Township, Morrisville, and Tullytown), home to approximately 30,000 people, and a total of about 20,370 acres. The importance of the revitalization plan cannot be overstated. While industrial development and aging infrastructure have made it difficult for residents and communities to realize their full potential, effective implementation of this plan will be an enormous economic engine for the entire region.

This project focuses on improving access to the riverfront communities and enhancing the each community's ability to capture additional economic development and visitation. A revitalized and redeveloped riverfront will capitalize on the waterfront setting and drive redevelopment and revitalization. The Bucks County Waterfront Revitalization Plan incorporates various transportation improvements and enhancements to improve access to jobs, restore and preserve the local environment and spur increased economic investment and community development.

**The federal funding request of \$9,600,000 represents 80 percent of the total project cost. The Redevelopment Authority will be responsible for \$2,400,000 which represents 20 percent of the total project cost. Notably, the Redevelopment Authority has been successful in leveraging funds from federal, state, local and private sectors to complete projects such as Riverfront North in Bristol Borough and Riverfront South in Bensalem.**

Simply stated the Bucks County Waterfront Revitalization Transportation & Access Project is essential to the economic vitality of Lower Bucks County and would be of enormous strategic benefit to the greater Southeastern Pennsylvania region.

Sincerely,

REDEVELOPMENT AUTHORITY  
OF THE COUNTY OF BUCKS

A handwritten signature in black ink, appearing to read 'R. White', written in a cursive style.

Robert White  
Executive Director

CC: Patricia L. Bachtel, Chairman  
Members of the Board  
Joseph W. Pizzo, Esq.



April 24, 2009

Congressman Patrick Murphy  
1007 Longworth HOB  
Washington, DC 20515

Dear Congressman Murphy,

Solebury Township has a long history of taking far reaching actions to preserve and enhance the environment. Since 2004, Solebury has been actively pursuing a project to expand the Solebury trail system, link high density commercial developments and reduce traffic congestion on US Route 202.

To date, Solebury has invested more than \$2.5 million towards this project. More than 2 miles of off road trail has been constructed, a township park has been developed, and zoning ordinance amendments have been adopted to require smart growth initiatives such as interconnectivity of commercial parcels, green roofs and shared parking. Developers have embraced this initiative with more than \$75 million proposed to be invested in Solebury leading to more than 300 much needed permanent full time jobs.

The final element of this project is the construction of a roundabout at the intersection of US Route 202 and PA 179 and the completion of the off road trail. The roundabout, to be constructed at a congested intersection, will ease congestion and reduce automobile emission. The FHWA has shown that roundabouts provide substantial safety improvements, reducing crashes by 35% and fatalities by 90%.

The trail portion of the project is fully designed with the necessary permits issued. The roundabout is under design.

The total project investment is \$10,171,000. Solebury is seeking \$2,000,000 in federal assistance or approximately 20% of the total project cost. The balance of the project will be funded by a combination of a Delaware River Joint Toll Bridge Commission grant, Solebury Township and local developers.

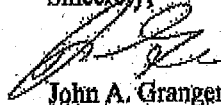
This project has been subject to more than four years of public discussion. The trail and park improvements are included in the Solebury Township Trail Plan and Park Master Plan. The roadway improvements are supported by the Delaware Valley Regional Planning Commission who has undertaken a congestion mitigation study for the area. The local business community supports the project.



As you can see, considerable effort at planning and building consensus among a wide range of partners has led to a viable project that will continue to provide improvements to the environment and create full time permanent jobs.

The residents of Solebury Township look forward to your support of the project.

Sincerely,



John A. Granger  
Township Manager