

PERKASIE BOROUGH COUNCIL

Agenda for Council Committee Meeting of November 3, 2025

1. Meeting Convenes at 7:00 PM – Council Meeting Room
2. Invocation and Pledge of Allegiance – Mayor Hollenbach
3. Attendance
4. Proclamation: No Razors for November
5. Public Hearing – Consider Draft Ordinance to Amend Chapter 180 of Code of Ordinances
6. Public Forum
7. President’s Remarks
8. Public Works Committee Meeting, Councilors: Steve Rose (Chair), Chuck Brooks, Robin Schilling, Dave Worthington
 - A. Discussion on Food Waste Diversion – Feasibility Study
 - B. Discuss Accessible Parking Spaces on Second Street
 - C. Update on TASA Application – Park Avenue Improvements Project
9. Public Utility Committee Meeting, Councilors: Dave Weaver (Chair), Scott Bomboy, Kelly Laustsen, Jim Ryder
 - A. Perkasio Wholesale Power Cost Monthly Report
 - B. Installed Capacity Update
10. Planning and Zoning Committee Meeting, Councilors: Robin Schilling (Chair), Randy Faulkner, Dave Weaver, Dave Worthington
 - A. Update on Construction Progress – Constitution Square
11. Parks and Recreation Committee Meeting, Councilors: Dave Worthington (Chair), Scott Bomboy, Randy Faulkner, Robin Schilling
 - A. Consider Park Event Application – Perkiomen Watershed Conservancy Freeze-Up 5k
12. Personnel and Policy Committee Meeting, Councilors: Chuck Brooks (Chair), Kelly Laustsen, Steve Rose, Jim Ryder
13. Finance Committee Meeting, Councilors: Scott Bomboy (Chair), Chuck Brooks, Randy Faulkner, Jim Ryder, Robin Schilling
 - A. Consider Resolution #2025-56 – Green Ridge Estates West – Grading Escrow Release
 - B. Consider Changes to Mission Square Retirement Plan
 - C. Consider Donation Request – St. Andrew’s
14. Economic Development Committee Meeting, Councilors: Kelly Laustsen (Chair), Randy Faulkner, Steve Rose, Dave Weaver
 - A. Update on Borough’s Economic Development Plan Project
15. Public Safety Committee Meeting, Councilors: Randy Faulkner (Chair), Chuck Brooks, Mayor Jeff Hollenbach, Kelly Laustsen, Jim Ryder
 - A. Consider Ordinance 1067 – No Parking Restrictions on West Market Street and South Ninth Street
16. Historical Committee Meeting, Councilors: Scott Bomboy (Chair), Steve Rose, Dave Worthington
 - A. Consider Resolution #2025-57 – America250PA
 - B. South Perkasio Covered Bridge Project Update
17. Youth Councilor Report
18. Other Business
19. Executive Session

- 20. Public Forum
- 21. Press Forum
- 22. Adjournment

Next Meeting: Monday, November 17, 2025 – 7:00 PM

Perkasie Borough Council agendas are available via e-mail in advance of the meetings. Please send any agenda requests to: admin@perkasieborough.org. The agendas and Perkasie Borough Council meeting packets are both available on the Borough's website at www.perkasieborough.org.



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No Razors for November Proclamation

WHEREAS, No Razors for November is a month-long journey during which participants, led by the Perkasio Borough Police, forgo shaving and grooming in order to evoke conversation and raise awareness and funds for charity.

WHEREAS, the volunteers and staff of Pennridge FISH are committed to serving the Pennridge Community with dignity and care. The Mission of FISH, which stands for Fellowship in Serving Humanity, is to meet the needs of the economically challenged households in the Pennridge community with food, clothing and other resources.

NOW, therefore, as Mayor of Perkasio Borough, I hereby declare that during the month of November, those in any Borough department that wish to participate, show up clean-shaven and baby faced on November 1st and look like western-movie villains or grizzly bears by November 30th.

FURTHER, while we are sure our Perkasio Borough police officers will be hearty, ruggedly good-looking people with their new look, once the month is over, they will be expected to once again conform to the current policy of having a clean-shaven face.

NOW, THEREFORE, do I, Jeff Hollenbach, Mayor of the Borough of Perkasio, Commonwealth of Pennsylvania, hereby proclaim November 1st through November 30th, 2025 as No Razors for November in the Borough of Perkasio and further proclaim that participating police officers and employees donate to Pennridge FISH.

Mayor Jeff Hollenbach
November 3, 2025

NOTICE

NOTICE IS HEREBY GIVEN that the Borough Council of the Borough of Perkasio, Bucks County, Pennsylvania, will conduct a public hearing on Monday, November 3, 2025, at 7:00 p.m. at the Perkasio Borough Hall, located at 620 West Chestnut Street, Perkasio, Pennsylvania 18944. The purpose of the public hearing is to consider, and if appropriate, adopt an Ordinance which is summarized as follows:

The Ordinance would amend the provisions of Chapter 180 of the Perkasio Borough Code related to parking regulations by adding no parking regulations on a portion of West Market Street and S. 9th Street.

The full text of the proposed Ordinance may be examined at the Perkasio Borough Hall, 620 West Chestnut Street, Perkasio, Pennsylvania 18944, during normal business hours and a copy of the Ordinance has been provided to this newspaper and to the Bucks County Law Library.

Jeffrey P. Garton, Esquire
Solicitor to the Borough of Perkasio
Begley, Carlin & Mandio, LLP
680 Middletown Boulevard
Langhorne, PA 19047
(215) 750-0110

**PERKASIE BOROUGH
ORDINANCE NO. _____**

**AN ORDINANCE OF THE BOROUGH OF PERKASIE, BUCKS
COUNTY, PENNSYLVANIA, AMENDING CHAPTER 180 OF THE
PERKASIE BOROUGH CODE OF ORDINANCES
PERTAINING TO PARKING REGULATIONS**

WHEREAS, the Pennsylvania Borough Code at 8 Pa.C.S.A. § 101 *et seq.*, authorizes the Borough Council of the Borough of Perkasia (“Borough Council”) to make and adopt ordinances that are consistent with the Constitution and laws of the Commonwealth when necessary for the proper management, care and control of the Borough and the maintenance of peace, good government, health and welfare of the Borough and its citizens; and

WHEREAS, the Borough of Perkasia, in furtherance of the authority noted previously in this ordinance, has determined to amend the provisions of its Code of Ordinances so as to restrict parking on West Market Street and South Ninth Street; and

WHEREAS, after public hearing, the Borough Council deems it to be in the best interest and general welfare of the citizens and residents of the Borough to amend its Code of Ordinances so as to modify the parking restrictions; and

WHEREAS, Borough Council, after due consideration of the proposed ordinance at a duly advertised public meeting, has determined that the health, safety, and general welfare of the residents of Perkasia Borough will be served by this amendment to the Perkasia Code of Ordinances.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the Borough Council of the Borough of Perkasia, Bucks County, Pennsylvania, and it is hereby enacted and ordained by the authority of same as follows:

SECTION 1. The Perkasio Borough Code of Ordinances (Section 180-43 **Schedule IX:**

Parking Prohibited at All Times), is hereby amended as follows:

- a. By adding the following no-parking restrictions:

Name of Street	Side	Location
West Market Street	South	From South 3 rd Street curb west for 88 feet
West Market Street	North	From South 3 rd Street curb west for 80 feet
South 9 th Street	East	From Pine Street curb south for 85 feet
South 9 th Street	East	From Pine Street curb north for 64 feet

SECTION 2. All ordinances or parts of ordinances that are inconsistent herewith, are hereby repealed, it being understood and intended that all ordinances and the Borough Code of Ordinances that are not otherwise specifically in conflict or inconsistent with this Ordinance, shall remain in full force and effect, the same being reaffirmed hereby.

SECTION 3. The Council of the Borough of Perkasio does hereby reserve the right, from time to time, to adopt modifications of, supplements to, or amendments of this Ordinance, including this provision.

SECTION 4. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional, by any court of competent jurisdiction, such provision shall be separate, distinct, and independent, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 5. The failure of the Borough of Perkasio to enforce any provisions of this Ordinance shall not constitute a waiver by the Borough of its rights of future enforcement hereunder.

SECTION 6. This Ordinance shall take effect immediately and be in force from and after its enactment as provided by law.

SECTION 7. Under the authority conferred by the Pennsylvania Borough Code at 8 Pa.C.S.A. § 101 *et seq.*, and other relevant statutory law, the Council of the Borough of Perkasio in the County of Bucks, Commonwealth of Pennsylvania does hereby enact and ordain this Ordinance for the Borough of Perkasio.

Approved by the Borough Council of the Borough of Perkasio, this 3rd day of November, 2025.

ATTEST:

BOROUGH OF PERKASIE:

Andrea L. Coaxum, Secretary

James Ryder, Council President

Examined and approved this 3rd day of November, 2025.

Jeff Hollenbach, Mayor

**THIS ORDINANCE SHALL BECOME EFFECTIVE
IMMEDIATELY UPON ENACTMENT AND SIGNATURE**

Megan McShane

From: Stephen Reichman <sreichmansr@verizon.net>
Sent: Tuesday, October 28, 2025 5:11 PM
To: Megan McShane
Cc: Andrea Coaxum; jcastrothers@verizon.net; stephen_algeo@hotmail.com; Stephen Reichman Jr
Subject: Proposed parking restrictions on S. 9th St and W Pine Street.

You don't often get email from sreichmansr@verizon.net. [Learn why this is important](#)

Greetings,

I am responding to the proposed parking restrictions on S. 9th Street and W. Pine Street.

Formerly, I was the Borough Emergency Management Coordinator for 15 years (with over 30 years of public safety experience) and from a safety standpoint, restricting parking is not the best option. My residence is located at this intersection and I have spoken to several residents who agree with the contents of this email. Restricting parking would place an undue burden upon the residents living near this area, parking is prime space for our residents, especially those without driveways or access to the rear of their properties for parking.

Also with the current parking situation the shared driveway (W. Pine St) of myself (314 S. 9th), Stephen Algeo (400 S 9th) and Stephen Reichman Jr. (911 W Pine), have had people park on the sides or in the middle of W Pine Street blocking access to these homes or emergency vehicles. I've had a report or two about this on file at the police station. There have also been some vehicle crashes periodically at this intersection.

The safety problem is three fold:

- Clear view of the street for drivers approaching S. 9th Street from either side of W Pine and Hillias Way.
 - Case and point: My son pulled out from W Pine Street carefully looking and was hit by a car coming into the intersection (prior to the 25mph limit). If the car on S 9th had a stop sign to stop at that crash would not have happened. Fortunately it was only vehicle damage)
- The speed of approaching vehicles which has partly been resolved with the maximum 25mph change but is still a problem, whereas drivers are pushing the limit, speeding through this intersection.
- This intersection is a primary pick up and drop off point for Pennridge School Students and often I observe drivers quickly approaching the intersection and then get irritated waiting for busses to unload or load. I even witnessed drivers going around the busses (on occasion) against school bus code. If drivers know there is a stop sign(*) they may decide to take another route further increasing safety.

As suggested by a neighbor of mine and in which I concur as do other residents; the best options, especially considering the safety and notes previously listed, would be to (*)**change the intersection to a 4-way, stop signed intersection. Suggest also using flashing red lights on the stop signs to be placed until the drivers get accustomed to the stopping at the intersection.** A 4-way stop intersection further increases safety because drivers will have to slow and come to a full stop. This

will work for pedestrian crossing, school bus pickup and drop offs. Also recommend for a period after signs are placed to have police patrols randomly observe the intersection and provide warnings accordingly to persons driving through without stopping (deterrence by presence).

The negative ramifications of the parking restriction are then eliminated and safety significantly increased.

I respectfully request that this information be considered before a final decision is made that could negatively impact our neighborhood.

Thank you.

Please confirm that you have received this information and that it will be forwarded to the proper persons in time for consideration.

Very respectfully,

Stephen H. Reichman, Sr.,

314 S. 9th St., Perkasie, Pa 18944

Resident since 1989

Retired:

Served 29 years County of Bucks 9-1-1

Served 15 years Borough of Perkasie Emergency Management Coordinator

sreichmansr@verizon.net

Megan McShane

From: loritillger@comcast.net
Sent: Monday, October 27, 2025 8:46 PM
To: Megan McShane
Cc: loritillger@comcast.net
Subject: Ordinance for West Market Street

You don't often get email from loritillger@comcast.net. [Learn why this is important](#)

Dear Andrea L. Coaxum,

I am writing this email on behalf of my mother, Marie S. Wenhold who is 95 years old and has lived the longest over 65 years on W. Market Street. I am her daughter, Lori G. Tillger who takes care of all paperwork etc. for my mom legally.

The following residents are all apartments some more than one that don't provide enough parking now!

33-005-655

33-005-654

33-005-652 (I believe there is at least 3 apartments or more) the old bakery

33-005-345

I will use house numbers 301, 305 and 306 W. Market Street, in case the lot numbers are wrong from your enclosed map.

If you take away parking on both sides of the street, what is the solution for the cars that park there now? My brother parks behind the house at our garage. My mother is picked up for appointments etc.

drivers have had to park up the street, across the street and onto 4th street because there are always cars parked in front of

her house. I feel this is going to turn into a very dangerous situation for her to cross the street and walk up the street because

of your plans. The borough of Perkasië seems not to have address the parking for all those apartments already on the street.

When I visit, I never can park in front of the house NOW YOU WANT TO TAKE AWAY MORE PARKING SPACES!

I understand there has been accidents at 3rd and Market Street but this is not the answer. What about tickets to cars that

park and never move from their spots on W. Market Street. In your letter there is no solutions to address removing the parking spots.

I would like an answer on your plans for parking for the spots listed? Since, I can not attend I hope you would read this to the special Perkasi

Borough Council meeting on Monday, November 3rd at 7:00 PM. I hope you will address my concerns and reach out to me too. I did call on Friday, October 24th to speak to you but told to email instead.

Sincerely,

Lori G. Tillger

Concerns for Marie S. Wenhold

308 W. Market Street

PS You have my father's name on the envelope. My dad has been deceased ten years now.

Megan McShane

From: fiat723@aol.com
Sent: Monday, October 27, 2025 2:37 PM
To: Megan McShane
Subject: New "No Parking" Regulations on 9th Street

You don't often get email from fiat723@aol.com. [Learn why this is important](#)

Hello Ms. Coaxum:

Just following up on my phone call this afternoon regarding the above referenced. My input in as follows:

We already have parking problems on 9th Street and eliminating 6 more parking spots in this residential block is only going to make the existing problems worse. At some point, the borough needs to come up a more practical plan than the arbitrary approach that is currently in place.

For example, we own our properties, pay our taxes, and yet are denied even the spot directly in front of our houses. In real life, this lack of even reasonable accommodations from the borough results in forcing elderly residents, some of whom are fall risks, from having to walk more than a block, in the dark, in icy weather, often carrying groceries, because someone is parked in front of their home.

Lack of reasonable accommodations, such as restricting how many cars a single family can park on the street in a residential block, has resulted in one family on 9th street parking 4 cars on the street, one of which is not even used on a daily basis. In fact, it often sits with a cover on it and doesn't move for weeks at a time.

These are examples of how the arbitrary approach is failing our residents.

While the corner of Pine and 9th is indeed a blind turn, slowing the speed limit to 25 did improve the situation.

We need a thorough review of the borough's parking regulations before making any further changes; otherwise, we are only making the existing problems worse.

Respectfully,

Susan Brinkmann
412 S. 9th Street

Megan McShane

From: Megan McShane
Sent: Friday, October 31, 2025 3:18 PM
To: Megan McShane
Subject: Perkasio Borough/Parking Regulation Ordinance (West Market Street & S. 9th Street)
Attachments: SD Plan.pdf; mutcd11thedition (2) 119.pdf; 4707_001.pdf

From: Leslie Bogdnoff <lbogdnoff@gilmore-assoc.com>
Sent: Friday, October 31, 2025 1:27 PM
To: Douglas Rossino <drossino@gilmore-assoc.com>
Cc: Ashley Kennard <akennard@gilmore-assoc.com>
Subject: RE: Perkasio Borough/Parking Regulation Ordinance (West Market Street & S. 9th Street)

Doug,

Please see the attached plan showing the required sight distance based on the roadway grades provided by Scott and the speed of 25 mph. These appear to be very close to the draft ordinance. The measurements at Market/3rd were taken from the crosswalk. I was not able to verify where the curb dimensions were taken from due to the alignment of the intersection.

As far as warranting an all-way stop, crash data and/or volume data would need to be evaluated. MUTCD outlines the attached warrants for an all-way stop condition. Sight distance due to parking would not fall under the sight distance warrant.

If volume and crash data are provided for review, we can look into these warrants at the intersections. I do not see Pine St warranting one but there may be the possibility at Market/3rd.

Leslie



Leslie Bogdnoff, P.E., Senior Transportation Engineer

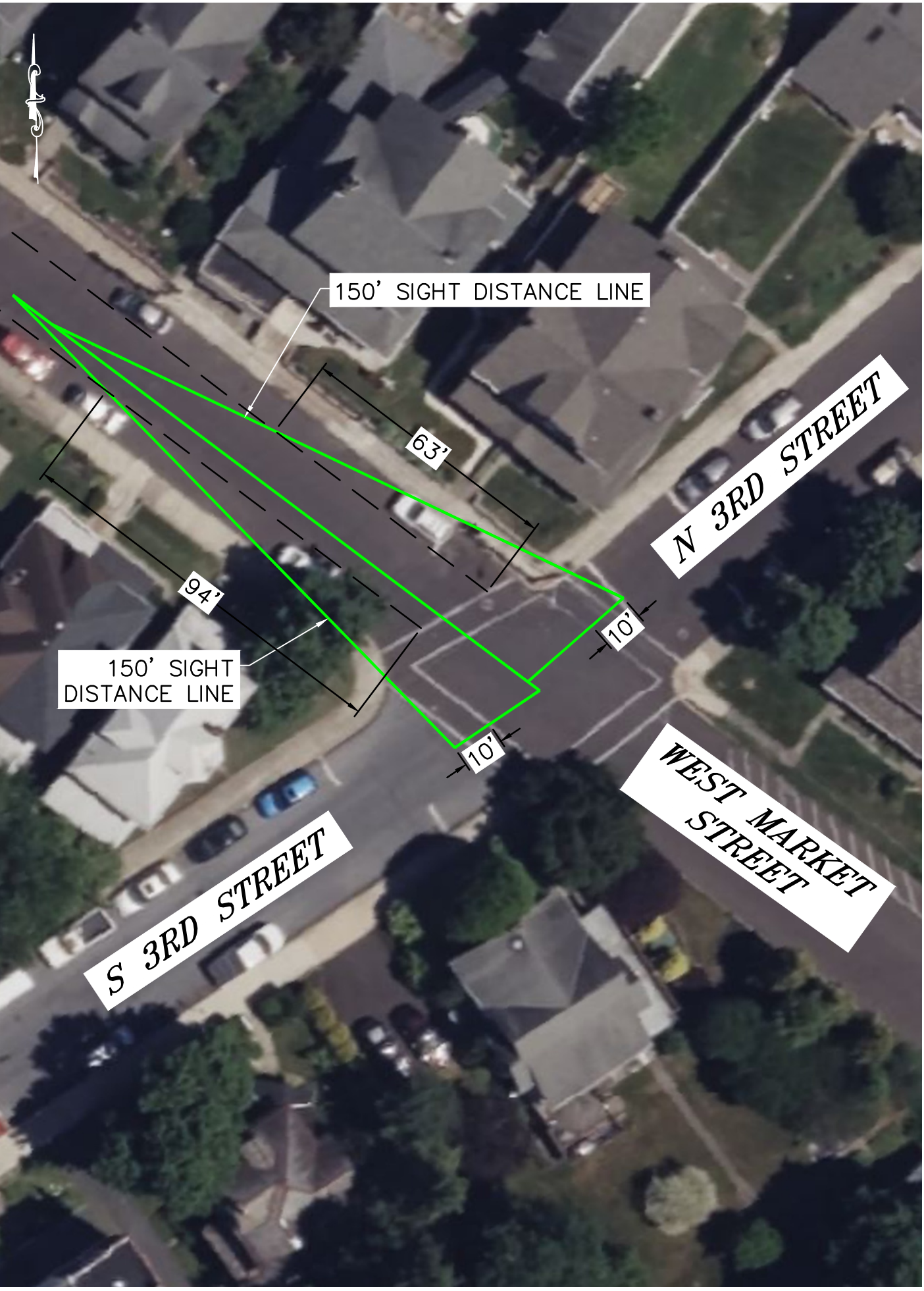
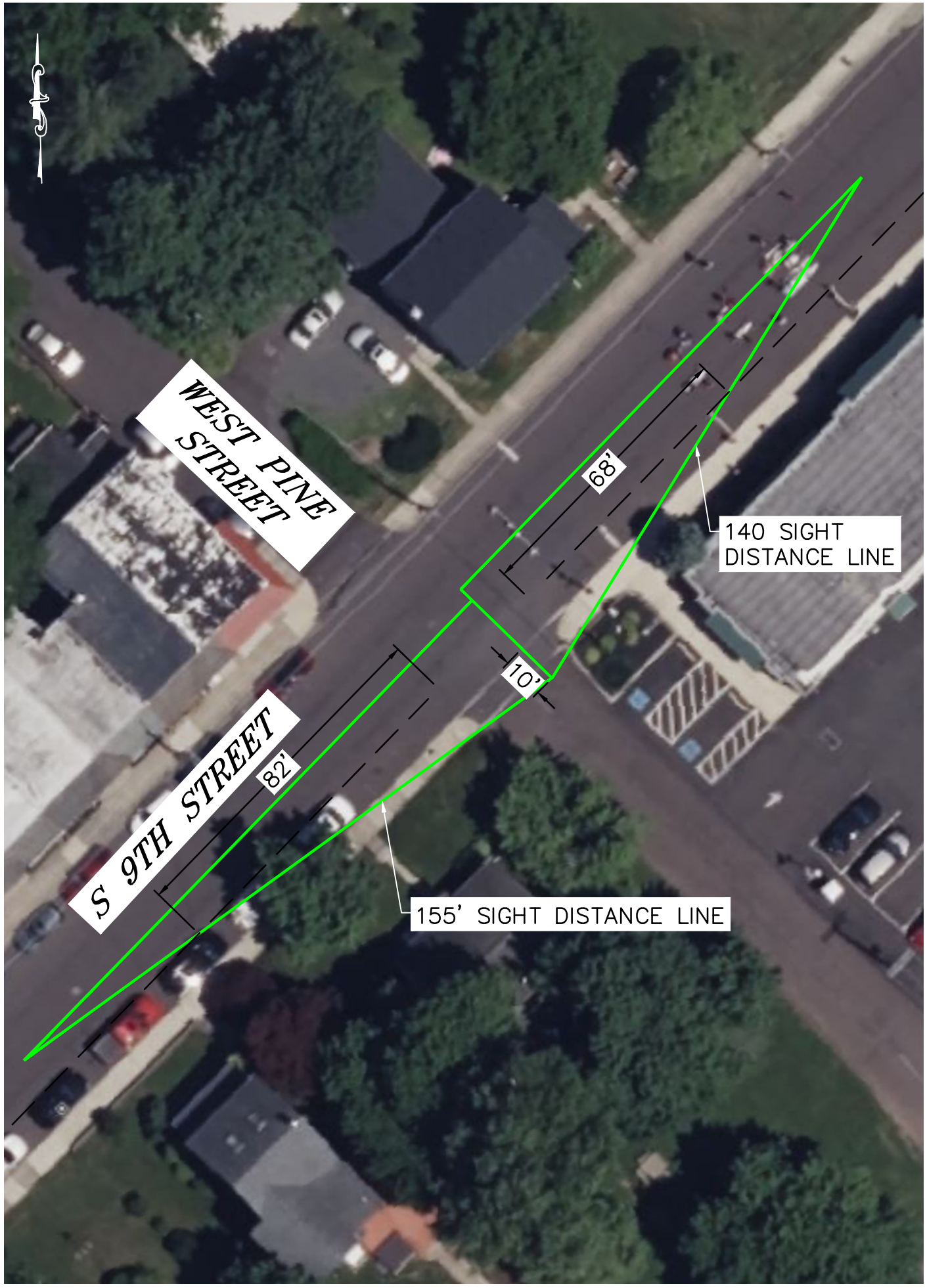
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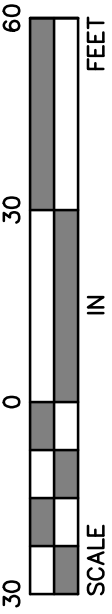
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DRAWN BY:
ANK



SIGHT DISTANCE PLAN
**WEST MARKET STREET
AND SOUTH 9TH STREET
PARKING REGULATIONS**
PERKASIE BOROUGH, BUCKS COUNTY, PENNSYLVANIA

JOB NO.: 99-91013
DATE: 10/31/2025
SCALE: 1"=30'

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that:
- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
 - B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Support:

- 02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option:

- 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates:
- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
 - B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
- 02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:
- A. The need to control left-turn conflicts,
 - B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
 - C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Section 2B.18 STOP Sign or YIELD Sign Placement

Standard:

- 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.35) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.35) shall be installed in advance of the YIELD sign.**
- 02 **The STOP or YIELD sign shall be located as close as practicable to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 03 **STOP signs and YIELD signs shall not be mounted on the same post.**

Effective Stop Sign Placement

STOP signs are one of the most common traffic signs and also one of the most often misused. A STOP sign is intended to assign right-of-way at intersecting street locations; however, they are often misused to address speeding concerns. Fortunately, there are warrants that provide guidance for the proper and effective placement of STOP signs.

Stop Sign Warrants

A warrant is a guideline to determine the need for installation of a sign rather than absolute criteria. The use of a warrant, tempered with professional judgment and local knowledge, will result in effective implementation. STOP signs should only be used where warranted since they can cause substantial inconvenience to motorists.

For example, knowledge of the local road system will quickly identify problem/crash areas that you may improve by proper sign placement. Local police officers or other municipal employees can collect the data to evaluate the STOP sign warrants listed below. As outlined in the MUTCD, the following factors should be considered to properly evaluate the warrants:

- Vehicular, bicycle, and pedestrian-traffic volumes on all approaches;
- Number and angle of approaches;
- Approach speeds;
- Sight distance available on each approach; and
- Reported crash experience.

The review of intersection geometry, adjacent roadway features, and vehicle speeds through the area are also necessary to accurately determine the placement of proposed STOP signs.

STOP sign warrants are outlined in Section 2B.04 and Section 2B.06 of the MUTCD (http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm) and PennDOT's Publication 212, *Official Traffic Control Devices*, which can be found on PennDOT's Forms and Publications webpage and is also available at <ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20212.pdf>. The following warrants are found in these publications:

MUTCD

Section 2B.04 of the MUTCD states that STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A) Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B) Street entering a designated through highway or street; and/or
- C) Unsignalized intersection in a signalized area.

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A) The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B) The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C) Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a three-year period or that three or more such crashes have been reported within a two-year period.

Section 2B.04 goes on to state that STOP signs should not be used for speed control. They should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures, such as YIELD signs (see Section 2B.08).

After the decision has been made to install two-way stop control, deciding on the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped. A STOP sign should not be installed on the major street unless justified by a traffic engineering study. See the LTAP Technical Information Sheet #140, *Multiway Stop Sign Installation*, for additional information on controlling intersections with multiway stops.

Section 2B.06 of the MUTCD states that the use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A) The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B) A restricted view requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C) Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a two-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

The following considerations might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A) Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B) Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C) Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Publication 212

Publication 212 adds additional STOP sign warrants including:

- 212.106(a): Approaches to through highways
- 212.106(b): On a channelized right-turn roadway at a signalized intersection where:

- A) the traffic-control signals are not readily visible, and
- B) the right-turn roadway does not have separate signals, and
- C) a yield sign is not appropriate.

212.106(d) (1): One-lane bridges and underpasses

212.106(d) (2): Crossings

212.106(d) (3): Private roads and driveways

212.106(d) (4): Truck pull-offs and hazardous grades

212.106(d) (5): Temporary traffic control

Ordinances

A STOP sign needs an ordinance to make it “legal” and enforceable. Once you complete your engineering and traffic study examining the above mentioned warrants and documenting all findings and results, work with your solicitor to craft or amend the appropriate ordinance.

Improper Use of Stop Signs

Unfortunately, STOP signs are commonly placed in an effort to control speed on local streets, even though the MUTCD states that STOP signs should not be used for speed control. Many people believe that forcing motorists to stop at each intersection will decrease overall speed on the road. However, studies show that STOP signs only reduce speed immediately adjacent to the sign. Many drivers accelerate between intersections to make up for time lost at the STOP sign. Engineering studies indicate that the inappropriate installation of extra STOP signs may cause additional problems, such as more rear-end collisions, a redistribution of traffic onto side streets, wasted fuel, and drivers ignoring the inappropriate STOP signs. If speed control is a concern, municipalities can use PennDOT Publication 383, *Pennsylvania's Traffic Calming Handbook*, to help with addressing this problem.

Stop Sign Placement

In addition to warrants, the MUTCD also provides STOP sign placement standards and guidance in Section 2B.10. This section states that STOP signs must be located on the right side of the approach to which it applies, as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate. Signs in other locations should be considered only as supplementary to signs in the standard locations except as otherwise indicated in Section 2A.16 of the MUTCD.

When a STOP sign is installed at the required location and the sign visibility is restricted, a STOP AHEAD sign (see Section 2C.36) must be installed in advance of the STOP sign. In non-urban areas, STOP signs should be placed 6 to 12 feet from the

edge of the travel way of the intersecting roadway. In urban areas with sidewalks/curbs, STOP signs should be placed a minimum of 4 feet in front of crosswalks and not less than 2 feet from the face of curb. These are shown in Figure 2A-2 and 2A-3 of the MUTCD.

Section 2A.19 supports this and indicates that in areas where lateral offsets are limited, a minimum lateral offset of 2 feet may be used. A minimum offset of 1 foot from the face of the curb may be used in urban areas where sidewalk width is limited or where existing poles are close to the curb.

Here are a few other practical tips to consider when placing a STOP sign:

- The standard size for a STOP sign is 30" by 30" on a single-lane road and 36" by 36" on a multi-lane road.
- No sign should be mounted back-to-back with a STOP sign in a manner that obscures the shape of a STOP sign.
- Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP signs.
- STOP lines, when used to supplement a STOP sign, should be located at the point where the road user should stop (see Section 3B.16).
- Never install two STOP signs on the same post. If greater emphasis is required, install a larger STOP sign or install a second STOP sign on the left side of the road.
- If only one STOP sign is installed on an approach, the STOP sign should not be placed on the far side of the intersection.
- Where two roads intersect at an acute angle, the STOP sign



should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

- At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the stop control may be improved by the installation of an additional STOP sign on the left side of the road and/or the use of a STOP line.

Lastly, unless protected by guiderail or installed beyond the clear zone, all sign posts must be of PennDOT-approved breakaway design. This applies to all new installation and replacement of existing STOP signs.

Suggestions for Improving Sign Visibility

A common issue with STOP signs is the visibility of the sign as the motorist approaches the intersection. Here are some suggestions to help improve the visibility of the STOP sign as motorists approach the intersection:

- Increasing the sign size
- Adding reflective post striping
- Adding a supplemental sign on the left side of the road
- Adding STOP AHEAD sign (if warranted per sign visibility criteria)
- Trimming/removing obstructions/vegetation
- Adding a red flashing light to the sign
- Adjusting the sign position/placement
- Adding pavement markings, such as STOP bars and STOP AHEAD text

Final Note

By following the appropriate steps prior to installing STOP signs, a municipality may use STOP signs to reduce crashes and properly regulate traffic through an area. Improper signing and ignoring the warrants create dangerous conditions for both drivers and the responsible municipality. In addition, unwarranted or substandard traffic-control devices that contribute to a crash can sometimes be grounds to award judgment against an agency involved in a legal dispute.



BOROUGH OF PERKASIE

INTER-OFFICE MEMORANDUM

TO: Andrea L. Coaxum

FROM: Linda Reid

DATE: October 27, 2025

SUBJECT: Food Waste Diversion – Feasibility Study

At their meeting on September 15th, 2025 Borough Council directed staff to proceed with an application to the Pennsylvania Department of Environmental Protection (DEP) for Technical Assistance to help the Borough consider the options for potentially diverting food waste from the trash stream. The DEP assigned a team from SCS Engineers to the project.

Jeff Tulone and I met with SCS Engineers to outline the potential project. SCS Engineers prepared a draft Scope of Work document, attached to this memo. The Scope of Work describes a feasibility study, which would identify potential food waste markets, and evaluate potential collection strategies. A final report will be available by end of March 2026. Should Borough Council wish us to proceed, staff will move ahead with the project to work with SCS Engineers to conduct an initial feasibility study. The feasibility study is funded by the DEP.

By way of background, Pennsylvania's most recent statewide waste characterization study (2021) estimates that almost 40% by weight of Pennsylvania's trash is made up of "organics", namely food and yard waste. Perkasio Borough's trash and recycling tonnage in 2024 was approximately 3,100 tons; based on the estimates in the 2021 study, over 1,000 tons of the Borough's waste stream is food. As a reminder, a recent analysis of the Borough's waste stream noted that the Borough's waste disposal costs are increasing by approximately 11% per year.

This study will help Perkasio Borough understand the potential for diverting the most significant proportion of the trash stream as staff continue to seek additional ways of creating improvements and efficiencies in the Borough's Trash & Recycling Program.

According to the 2021 waste characterization study, the second largest fraction of the waste stream is "paper" at 25.8%. Perkasio Borough has a long track record of diverting paper products from the waste stream and the introduction of a baling machine in 2022 has allowed us to drive significant efficiencies and savings in the disposal of paper and cardboard.

Pennsylvania Recycling Technical Assistance Scope of Work

Perkasie Borough Project # 669 Food Waste Diversion Options

Consultant Contact:

Brent Dieleman
SCS Engineers
(571) 353-2007
bdieleman@scsengineers.com

Project Contact:

Linda Reid
Perkasie Borough
(215) 257-5065
community@perkasieborough.org

Background & Project Summary

Perkasie Borough (Borough), located in Bucks County, and has approximately 9,000 residents. The Borough is a mandated recycling community under the Pennsylvania Municipal Waste Planning, Recycling and Waste Reduction Act (Act 101). The Borough manages the curbside collection of trash and recyclable materials for nearly 3,500 households.

The Borough's trash and recycling program provides residents with a high-level of service. Trash is collected curbside weekly either in a 64-gallon wheeled cart for a monthly fee or through a pay-as-you-go program. Residents may choose to only use the pay-as-you-go program or a 64-gallon cart issued by the Borough or a combination of the two programs. To participate in the pay-as-you-go program, special garbage bags must be used and can be purchased at Borough Hall or several retailers in the area.

In addition to the unique trash collection program, the Borough also operates a curbside dual-stream collection program for recyclable materials servicing all single-family residential customers. Commingled recyclable materials are collected weekly Monday through Thursday and paper is collected on Fridays. The Borough also offers curbside yard waste and appliance pickups once a month. In addition to the curbside programs, residents can drop off materials, except appliances, at the Borough Recycling Center. The recycling center is open six days a week for residents to deliver materials.

With costs of the Borough trash and recycling program increasing, in 2022 the Borough used DEP 902 grant funding to purchase and install a baling machine at the Borough Recycling Center for paper and cardboard. The baler allowed the Borough to produce a more valuable paper and cardboard product, which yielded cost savings for the Borough's recycling program.

The Borough is requesting technical assistance to assess options for food waste diversion that may yield additional environmental and financial benefits to the Borough's solid waste program. The technical assistance will help the Borough understand if there is an approach, or a combination of approaches, for food waste diversion that might be appropriate for their residents and may provide for a more sustainable waste program.

Work Tasks and Outcomes

The following summarizes the anticipated tasks and outcomes to complete this project.

Task 1 – Project Planning Meeting and Developing Scope of Work

The project planning meeting will occur virtually and allow Borough staff to explain the project in

more detail. Discussions held during the kick-off meeting will be used to develop a scope of work for the project.

Task 2 – Site Visit and Community Tour

The site visit and community tour will occur over a one-day period. It will include a meeting with Township staff to review the project scope, desired outcomes, and work products. SCS staff will visit and make observations at the recycling facility, farmers market location, community garden plots, and other potential food waste collection/management sites.

Task 3 – Identify Potential Food Waste Markets

The observations and discussions held as a part of Task 1 and anticipated additional research will be used to identify potential markets for source-separated food waste collected in the Borough. SCS will assess each market as an option for the Borough to divert food waste based on capacity, distance, and material collected.

Task 4 – Evaluate Collection Strategies

The observations and discussions held as a part of Task 1 and 2 will be used to assess the potential of different types of food waste collection programs. Collection programs evaluated as part of this study include, but are not limited to, curbside, central recycling center drop-off, small-scale drop-off sites, and the farmer's market. SCS will prepare a list of benefits and challenges for each collection strategy to consider while designing a food waste collection program.

Task 5 – Final Report

The final report will include the observations, considerations, and recommendations made as part of Tasks 1 – 4, discussed above. The initial report will be prepared as a draft for the Borough and PADEP staff comments and edits. Upon receiving feedback from Borough and PADEP staff, the report will be finalized. The final report will be electronically transmitted to both the Borough and PADEP.

Project Schedule and Budget

Project Task	Estimated Completion Date	Estimated Labor Hours	Estimated Labor Cost	Estimated Expense Cost
Task 1 – Kick-Off Meeting and Developing Scope of Work	10/31/2025	4	\$600	\$0
Task 2 – Site Visit and Community Tour	12/31/2025	8	\$1,200	\$150
Task 3 – Identify Potential Food Waste Markets	1/31/2026	8	\$1,200	\$0
Task 4 – Evaluate Collection Strategies	2/28/2026	20	\$3,000	\$0
Task 5 – Final Report	3/31/2026	10	\$1,800	\$0
TOTAL		50	\$7,800	\$150

Scope of Work Approval:

Approved by: _____

Date: _____



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
65 EAST BUTLER AVENUE, SUITE 100, NEW BRITAIN, PA 18901 • (215) 345-4330

DRAWN BY:	JOB NO.:	DATE:	SCALE:
TMW	221205701	10/31/2025	1"=100'

ACCESSIBLE PARKING EXHIBIT

KULP PARK IMPROVEMENTS

PERKASIE BOROUGH, BUCKS COUNTY, PENNSYLVANIA



ADA PARKING AREA FOR KULP PARK
(1"=60')

NOTES

- 1. INSTALL A CONCRETE WHEEL STOP AT THE ADA PARKING STALL.
- 2. SEE SHEET 6 FOR ADA PARKING STALL IMPROVEMENT PLAN.

LEGEND

 ALTERNATE ROAD TO BE PAVED

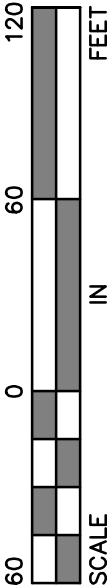


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DRAWN BY:
TMW



SHEET 5 OF 10
ALTERNATE BID LOCATION MAP
2025 ROAD PROGRAM
PERKASIE BOROUGH, BUCKS COUNTY, PENNSYLVANIA

JOB NO.: 2025-00073
DATE: 5-13-2025
SCALE: 1"=60'



BOROUGH OF PERKASIE

620 W. Chestnut Street
PO Box 96
Perkasie, PA 18944-0096

Phone: (215) 257-5065
Fax: (215) 257-6875

Date: October 27th, 2025

Subject: Submission, Perkasio Borough W. Park Avenue Pedestrian & Stormwater Improvement Project

Dear Review Committee,

Perkasie Borough respectfully submits this request for \$1,496,574 in Transportation Alternatives Set-Aside (TASA) funding for the W. Park Avenue Pedestrian & Stormwater Improvement Project. This important project promises significant benefits for Perkasio Borough and for alternative transportation users and systems across the region.

Addressing Safety Needs: Today, pedestrians and cyclists must navigate a narrow 20-foot roadway shared with more than 5,700 vehicles daily, compounded by steep grades, sharp curves, and flooding hazards. This project resolves those risks by adding ADA-compliant sidewalks and crossings, stormwater improvements, sharrows, and a modernized intersection—creating a safe, accessible corridor for all users.

Advancing Equity and Economic Vitality: The project creates safe non-vehicular access for residents in Perkasio's northwest neighborhoods, connecting them to civic amenities, community events, and downtown businesses. In addition, improved trail access is expected to increase property values, strengthen small business revenues, and attract visitors from across the region. Perkasio's position between Philadelphia and Allentown makes it a natural midpoint for future Liberty Bell Trail users and a vibrant small-town destination for dining, shopping, and events.

Closing a Critical Transportation Gap: The project will complete the final 1/3-mile missing link of the Liberty Bell Trail within Perkasio Borough, a corridor of regional and statewide significance. When finished, this segment will enable uninterrupted non-motorized travel from Norristown to Quakertown and beyond, connecting directly with the Schuylkill River Trail and Saucon Rail Trail. This connection has been prioritized in multiple regional and statewide plans, including DVRPC's Circuit Trails plan and the Pennsylvania Statewide Outdoor Recreation Plan.

Readiness and Commitment: The Borough has secured almost \$2.06 million in Congressionally Directed federal CPF HUD funding. Perkasio Borough intends to use a combination of Liquid Fuels, in-kind labor and local funding to carry out pre-construction and construction activities per the TASA grant guidelines. Conceptual designs and cost estimates have been prepared and shared with residents and local stakeholders to create community buy in. The Borough is well-positioned to deliver this project on time and within scope.

Thank you for your consideration and for your continued partnership in strengthening Pennsylvania's active transportation network.

A handwritten signature in blue ink, appearing to read 'A. Coaxum', with a stylized flourish at the end.

Andrea L. Coaxum
Borough Manager,
Borough of Perkasio

TASA Narrative 2025

Statement of the Problem

The proposed Park Avenue Pedestrian & Stormwater Improvement Project will address long-standing safety, access, and infrastructure challenges along a 1,400-linear-foot section of roadway in Perkasio Borough. The corridor's 5–9% grade, narrow lanes, and lack of sidewalks make it one of the Borough's most hazardous areas for non-motorized users.

Lack of Safe Connections:

Currently, residents in and to the northwest of Perkasio Borough have no pedestrian access into town. This area is disconnected from the Borough's otherwise comprehensive trail and sidewalk system, which links civic, cultural, economic, and recreational assets across the community and into neighboring municipalities. Pedestrians and bicyclists attempting to travel into or out of town are forced onto the edge of W. Park Avenue, which carries an average daily traffic volume of 5,756 vehicles. At its narrowest point, the roadway provides only 20 feet of cartway width, leaving a single 10-foot lane shared by vehicles, bikes, and pedestrians. The absence of sidewalks, bike lanes, and ADA-compliant infrastructure, combined with steep grades, sharp curves, and outdated inlet grates, creates unacceptable risks for all users. This missing sidewalk also represents a gap in the Liberty Bell Trail, a regionally significant greenway planned to extend from Norristown to Quakertown.

Stormwater and Flooding Concerns:

In addition to unsafe conditions for pedestrians and cyclists, residents along the southeast side of W. Park Avenue continue to experience water damage from roadway runoff. Heavy rains routinely send water across private properties, creating both property damage and roadway hazards. The need for stormwater improvements became especially urgent following two federally-declared disasters—Hurricane Ida and Hurricane Ian—which brought “100-year floods” within a short timeframe. W. Park Avenue was directly impacted when the above-ground stormwater basin overflowed and the spillway failed, causing debris to collect on the roadway and further erode steep grades. Left unaddressed, these issues jeopardize the safety of road users and further degrade Borough infrastructure.

Proposed Solutions and Actions

The project will establish safe pedestrian access to the downtown area of the Borough by constructing new sidewalks along Park Avenue, with ADA-compliant curb ramps and crossings at S. 12th Street, Parkridge Drive and Ridge Road (SR 0563). The new sidewalk requires the relocation of several utility poles and fire hydrants and the construction of retaining walls to accommodate steep grades, maintain improvements within the legal right-of-way, and reduce impacts to neighboring properties.

Project improvements also include the installation of inlets with bicycle-safe grates and curbing on both sides of the roadway to capture runoff; milling and overlay of the existing pavement, and widening the existing cartway, to provide a safe riding surface for bicyclists with sharrow pavement markings; and upgrades to the existing signalized intersection at W. Park Avenue and Ridge Road (SR 0563) to provide ADA-compliant curb ramps and crossings. The new sidewalk crosses W. Park Ave and traverses a parcel owned by Perkasio Borough at the northeast corner of W. Park Ave and Ridge Rd, to connect users to a recently installed multi-use trail section on the northwest side of Ridge Road. The portion of the existing guard rail on the northeast corner that extends into the proposed curb ramp will be removed, and a split rail fence installed along the backside of the new sidewalk to provide fall protection for trail users.

The project also converts the existing, failing above-ground stormwater detention basin into an underground detention system. This improvement will eliminate the public safety risks associated with the steep basin slopes (2:1 or 50%), minimize ongoing maintenance requirements, prevent debris accumulation, and improve overall stormwater management efficiency, particularly during increasingly frequent extreme rain events.

The project also supports the Borough's economic development goals by creating a walkable connection to small businesses, community events, and activities. It will alleviate parking demand in the town center and expand access for low-income residents of Perkasio, Sellersville, and surrounding communities to the Revivals Outreach Center on Ridge Rd. Importantly, the project will close a critical transportation gap in the historic Liberty Bell Trail, positioning Perkasio as a regional destination for recreation, shopping, dining & tourism.

Brief Project Description

The proposed project focuses on creating pedestrian access, increasing stormwater resilience, improving drainage, and addressing public safety concerns along a 1,400 linear foot section of roadway in the Borough with a challenging 5% to 9% grade. The total estimated project cost, with inflation projected over the next 2 years, is \$3,818,095. In 2023, Perkasio Borough secured federal funding for this project of \$2,058,180 in Congressional Community Project Funding.

Project Location Description

The project is located along West Park Avenue in the northwest section of Perkasio Borough. W. Park Avenue is a two-lane local roadway with an approximate width that varies from less than 20 feet to 31 feet between Jefferson Drive and Ridge Road and has an average daily traffic volume of approximately 5,756 vehicles per day according to PennDOT's Traffic Information Repository (TIRe). The adjacent land uses consist of mainly residential properties, with one large parcel owned by the Borough that contains an existing stormwater management basin.

Network Connectivity

The Park Avenue Pedestrian & Stormwater Improvement Project will complete an approximately 1/3-mile missing link in the Liberty Bell Trail within Perkasio Borough, closing a gap that has long been identified as a local and regional priority. This connection is vital for expanding the active transportation network, ensuring that pedestrians and bicyclists can move safely through a corridor that currently offers no sidewalks, bike markings, or safe space for non-motorized users.

Regionally, the project advances the vision for the Liberty Bell Trail as a spine trail linking Norristown to Quakertown, with further extensions north to Bethlehem and Allentown via the Saucon Rail Trail and south to the Schuylkill River Trail—one of Pennsylvania's most significant multi-use trails. When fully constructed, the Liberty Bell Trail will provide seamless, non-motorized travel across Montgomery, Bucks, Lehigh, and Northampton Counties.

This project directly implements recommendations from the Liberty Bell Trail Feasibility Update (adopted by Perkasio Borough in 2020) and is supported in both the Circuit Trails Plan and the Pennsylvania Environmental Council's Gap Analysis of the Circuit Trails. The Circuit Trails network identifies the Liberty Bell Trail as a core regional connector, with the same role in linking communities that the historic Liberty Bell Trolley once provided.

At the local level, the project provides critical connectivity between Perkasio's northwest neighborhoods, its downtown core, and regional trails in Sellersville, East Rockhill, and Hilltown. By extending safe pedestrian and bicycle access into the Borough's commercial and civic center, the project supports both community mobility and broader regional trail continuity.

Community Context

The Park Avenue Pedestrian & Stormwater Improvement Project is fully consistent with Perkasio Borough's land use vision, community character, and transportation goals. The Borough's 2014 Comprehensive Plan established the economic development vision of "PlayShopDineUnwind", emphasizing active and healthy lifestyles while leveraging the Borough's extensive parks, trails, and open space system. Central to that vision is walkability and the ability to access shops, restaurants, breweries, and cultural amenities in a mixed-use, small-town setting. By adding sidewalks, bicycle-safe features, and stormwater infrastructure, this project directly advances those priorities and strengthens Perkasio's role as a vibrant, connected community and regional destination.

The project aligns with and supports a broad range of local, regional, and statewide planning initiatives. At the local level, it implements recommendations from the Perkasio Borough Comprehensive Plan (2014) and the Open Space Plan (2010). At the county level, it supports the Bucks County Comprehensive Plan (2011) and the Bucks County Open Space and Greenways Plan (2011), while also furthering the Bucks County Bicycle Master Plan (2012) by expanding greenway and trail connections. At the state level, it advances the goals of the Pennsylvania Statewide Outdoor Recreation Plan (2020–2024), which prioritizes accessible active transportation and expanded trail networks.

Regionally, the project reflects the priorities of the Delaware Valley Regional Planning Commission's Connections 2040 Plan, which emphasizes multimodal connectivity, sustainability, and livable communities. Importantly, Perkasio Borough also worked collaboratively with six neighboring municipalities, the Pennsylvania Environmental Council (PEC), and professional planners and engineers to prepare the Liberty Bell Trail Feasibility Study Update in 2020. That study underscored the trail's regional importance and identified this specific link as a critical gap to be addressed.

Finally, the project has been formally recognized within regional transportation planning frameworks. It has been submitted to the Bucks County Planning Commission for inclusion in the Bucks County Transportation Improvement Inventory (BCTII), which helps prioritize projects for funding and implementation. This recognition ensures that the project is considered within county and regional planning initiatives and underscores its importance both as a local connector and as a segment of the regionally significant Liberty Bell Trail.

In short, the Park Avenue Pedestrian & Stormwater Improvement Project strengthens local land use objectives, complements Perkasio's community identity, and fulfills long-standing planning goals at the municipal, county, regional, and state levels. It represents a vital step toward advancing active transportation connectivity while reinforcing Perkasio's role as a walkable, economically vibrant, and regionally connected community.

Collaboration with stakeholders

The project reflects extensive stakeholder engagement and multi-municipal collaboration. Beginning in 2021, Perkasio Borough initiated public meetings with Park Avenue residents, presenting concept sketches and gathering feedback on sidewalks, stormwater management, and access. Residents expressed concerns about flooding, cut-through traffic, truck traffic, and right-of-way, leading to compromises on easements, buffering, and design features that shaped the project now proposed. At the regional level, Perkasio partnered with the Pennsylvania Environmental Council and six neighboring municipalities—Quakertown, Sellersville, Telford, West Rockhill, East Rockhill, Hilltown, and Richland—to update the Liberty Bell Trail Feasibility Study in 2020. This effort, funded through DCNR and DCED grant programs, required broad public participation, including workshops, steering committees, and key-person interviews. The resulting plan identified Park Avenue as a missing link critical to advancing the trail network.

These collaborative steps ensure that the project is not only locally supported but regionally aligned. By integrating community input with regional planning priorities, the Borough has built consensus and demonstrated the cooperative framework needed for successful delivery of a project of this scale.

Leveraging of other projects or funds

The Park Avenue Pedestrian & Stormwater Improvement Project demonstrates strong financial leverage through a combination of federal and local commitments. In 2023 Perkasio Borough worked with Congressman Fitzpatrick's office to secure \$2,058,180 in Congressionally Directed Community Project Funding. In April 2025, Perkasio Borough executed the contract with HUD, completed a full Environmental Review of the project, and submitted a project Action Plan to HUD for review. The Environmental Review determined that the project is EXEMPT, and the Action Plan was approved by HUD meaning that these CPF funds are ready for draw down against project expenses. This provides a secure federal foundation for the project.

Per the attached EOPC, Perkasio Borough intends to use \$280,817 in CPF funding for Administration, Pre-Construction and Engineering, and the balance of \$1,777,264 for Construction. Perkasio Borough will set aside \$263,440 in Liquid Fuels and Road Tax funding for roadway improvements. Perkasio Borough is requesting \$1,496,574 in TASA funding to fully fund the project, estimated at a total cost of \$3,818,095.

The approach demonstrates fiscal responsibility and readiness to deliver. The Borough is not relying on a single source of funding but has built a coordinated package that has secured federal investment while strategically aligning local resources.

This application for Transportation Alternatives Set-Aside (TASA) funding is an essential part of that strategy.

Cost Estimating

The project cost estimate was developed and reviewed by licensed professional engineers with extensive experience preparing estimates for PennDOT projects, including roadway, sidewalk, and traffic signal improvements. The estimate relies on unit costs derived from two reliable sources: the ECMS Bid Item History and recently awarded contractor bid tabulations. This approach ensures that the estimate reflects both historical pricing trends and current market realities.

Given the volatility of material and labor costs in recent years, this method provides the most accurate and defensible basis for estimating. By grounding the unit prices in PennDOT's own historical data and validating them against live market bids, the Borough and its engineering team can demonstrate confidence that the proposed budget is realistic, competitive, and sufficient to deliver the project scope. This methodology aligns with PennDOT best practices and ensures fiscal responsibility in the use of federal and state transportation funds.

Project Value

The project represents exceptional value by meeting local connectivity needs while completing a regionally significant trail corridor. It closes the final 1/3-mile gap of the Liberty Bell Trail in Perkasio, ensuring continuity for a route that will ultimately connect Norristown to Allentown and tie into the Schuylkill River Trail. Locally, it links northwest neighborhoods to civic, cultural, and recreational assets—including the Borough pool, library, amphitheater, and downtown core—without reliance on vehicles. Unique challenges underscore the project's significance. The steep 70-foot grade change requires retaining walls and safety fencing, and chronic flooding necessitates curbing and stormwater controls. These elements increase costs but are essential to long-term safety and functionality. The economic case is equally strong. The project brings tourists and trail users within walking distance of Perkasio's growing downtown, improves property values, and strengthens business retention and attraction. As a midpoint between Philadelphia and Allentown, Perkasio is strategically positioned to benefit from expanded trail traffic. By combining regional trail connectivity, local access, safety upgrades, and economic benefit, this project delivers extraordinary return for statewide TA Set-Aside funding.

Safety

The Park Avenue Pedestrian & Stormwater Improvement Project directly addresses a documented safety gap in Perkasio Borough. Currently, no sidewalks exist along W. Park Avenue between Ridge Road and Jefferson Drive, forcing pedestrians and cyclists to share a 20-foot-wide cartway with more than 5,700 vehicles per day. Combined with steep grades, sharp curves, and deteriorated pavement, this creates unsafe and inaccessible conditions, particularly for residents with mobility challenges.

Perkasio Police Department reports list 50 accidents in the area during the 5 years between 2020 and 2025, 23 of them were reported directly at the intersection of W. Park Ave & Ridge Rd, and 27 were reported on W. Park Ave; 2 of the accidents involved pedestrians being struck.

Research further underscores the danger: FHWA studies show that sidewalks can prevent up to 88% of

pedestrian crashes on roadways without facilities. By introducing a sidewalk network with ADA-compliant curb ramps and crossings, the project provides immediate, measurable safety improvements. Sharrows will be added at closer intervals than federal minimums, enhancing driver awareness of cyclists and reinforcing shared-road expectations.

Residents have repeatedly raised concerns about speeding, cut-through traffic, and stormwater washouts that push debris into travel lanes. Addressing these hazards directly, the project integrates curbing, drainage improvements, and bicycle-safe inlets that reduce flooding and protect all users. Collectively, these measures transform a hazardous walking route into a safe, reliable active-transportation corridor.

Project Delivery

Perkasie Borough anticipates utilizing its long-standing municipal engineer, Gilmore & Associates, Inc. (G&A), for the design and permitting of the Park Avenue Pedestrian & Stormwater Improvement Project. G&A has extensive experience in delivering PennDOT-funded projects and has worked closely with the Borough for many years on transportation and infrastructure improvements. Their demonstrated success in meeting PennDOT design and permitting requirements, combined with their familiarity with Borough procedures, positions this project for efficient and timely delivery.

Conceptual layout plans have already been prepared by G&A and served as the foundation for the project's preliminary cost estimates. These designs reflect both the technical requirements of the corridor and the feedback received during community consultations, ensuring that the project is practical, context-sensitive, and informed by local priorities.

The project has completed all the necessary right of way acquisition to accommodate construction of retaining walls and modifications to the existing traffic signal at Ridge Road and W. Park Avenue.

Temporary construction easements, wall easements, an access easement, and right of way easements have been recorded on five of the affected properties. Temporary construction easements are required on three additional properties to allow for tree and buffer plantings when the project is complete.

Utility coordination is also underway, as existing poles and hydrants within the corridor must be relocated to accommodate new sidewalks and stormwater improvements. Borough staff and G&A have initiated early discussions with utility providers to ensure this work is integrated into the construction schedule. No railroad involvement is anticipated within the project area.

With G&A's prior involvement in conceptual planning, their proven record of delivering PennDOT projects, and the Borough's proactive approach to right-of-way and utility coordination, the project team is well positioned to deliver these improvements on time and within scope. Perkasie Borough's long history of successfully managing federally and state-funded projects further demonstrates its ability to oversee this project to completion.

PennDOT Connects environmental screening

An Environmental Review was completed in 2025 as part of the CPF HUD federal funding requirements for the project and determined the project to be EXEMPT, with no anticipated impacts to environmental, historical, or cultural resources. While PennDOT's One Map indicates wetlands near the project area, the proposed improvements remain within the existing cartway and right-of-way, eliminating the potential for direct impacts. Standard erosion and sedimentation controls will be implemented during construction to ensure protection of surrounding resources.

With respect to right-of-way, the project requires limited acquisitions related to retaining wall placement and intersection improvements. Approximately eight properties are affected, and all acquisition and dedication agreements have been completed.

Utility coordination is also underway. The relocation of several utility poles and fire hydrants is necessary to accommodate the new sidewalk and retaining wall construction. The Borough and its consulting engineers have initiated coordination with the Perkasie Borough Electric Utility to sequence this work in a manner that minimizes disruption and ensures compatibility with the final design.

Together, these efforts demonstrate that the Borough has taken a proactive, coordinated approach to environmental clearance, property rights, and utility adjustments—positioning the project for a smooth transition into the final design and construction phases. Perkasie Borough and its consulting engineer, Gilmore & Associates, have successfully managed ROW acquisition and utility coordination on multiple

PennDOT- and federally funded projects, providing confidence in the Borough's ability to deliver this project on schedule.



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

JOB W. Park Avenue Pedestrian & SW Improvement Project 21-01199

SHEET NO. 1 OF 1

CALCULATED BY TW DATE 9/30/2025

CHECKED BY DCR DATE 9/30/2025

SCALE N.T.S.

ENGINEER'S OPINION OF PROBABLE COST - TASA FUNDING for W. Park Avenue Improvement Project

ITEM NUMBER	DESCRIPTION	UNITS	UNIT COST	QUANTITY	TOTAL PRICE
West Park Ave Improvements					
0201-0001	Clearing and Grubbing	LS	\$25,000.00	1	\$25,000
0676-0001	Cement Concrete Sidewalk (5' wide)	SY	\$250.00	865	\$216,250
4203-0001	Class 1 Excavation	CY	\$40.00	3000	\$120,000
9000-0001	Grading and Restoration of Disturbed Areas During Construction	LS	\$30,000.00	1	\$30,000
0630-0010	Plain Cement Concrete Curb Including Removal and Pavement Restoration	LF	\$135.00	2790	\$376,650
9630-0001	Accessible Ramp with Detectable Warning	EA	\$5,000.00	4	\$20,000
9000-0002	Driveway Adjustment	EA	\$2,000.00	13	\$26,000
9000-0003	Retaining Wall (W. Park Ave)	SF	\$50.00	3000	\$150,000
9000-0003	Retaining Wall Fence	LF	\$50.00	305	\$15,250
9000-0004	Retaining Wall (500 Jefferson Ave)	LF	\$50.00	410	\$20,500
4960-0021	Crosswalk Striping	EA	\$2,000.00	2	\$4,000
Ridge Road (S.R. 0563) / Park Avenue (S.R. 4052) Intersection Improvements					
9000-0001	Grading & Restoration of Disturbed Areas During Construction	LS	\$20,000.00	1	\$20,000
9000-0002	ADA Ramps	EA	\$8,500.00	4	\$34,000
0676-0001	Cement Concrete Sidewalk (5' wide)	SY	\$250.00	15	\$3,750
CONSTRUCTION SUBTOTAL					\$1,061,400
-	Mobilization (6% of Total Project Costs)	LS	\$63,684.00	1	\$63,684
-	Traffic Control (5% of Total Project Costs)	LS	\$53,070.00	1	\$53,070
-	Erosion & Sediment Controls (5% of Total Project Costs)	LS	\$53,070.00	1	\$53,070
-	Contingency (10% of Total Project Costs)	LS	\$106,140.00	1	\$106,140
-	Construction Inspection (12% of Total Project Costs)	LS	\$127,368.00	1	\$127,368
-	Inflation (3% of Total Project Costs)	LS	\$31,842.00	1	\$31,842
PROJECT TOTAL					\$1,496,574
TASA GRANT REQUEST AMOUNT: \$1,496,574					
BOROUGH CONTRIBUTION (LIQUID FUELS AND ROAD TAX FUNDING ESTIMATE) 17%: \$263,440					

TOTAL PROJECT FUNDING SUMMARY
CPF HUD FUNDING: \$2,058,081
BOROUGH LIQUID FUELS AND ROAD TAX FUNDING: \$263,440
TASA GRANT REQUEST: \$1,496,574
TOTAL PROJECT COST: \$3,818,095



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

JOB W. Park Avenue Pedestrian & SW Improvement Project 21-01199
SHEET NO. 1 OF 1
CALCULATED BY TW DATE 9/30/2025
CHECKED BY DCR DATE 9/30/2025
SCALE N.T.S.

ENGINEER'S OPINION OF PROBABLE COST - CPF HUD Funding for W. Park Avenue Improvement Project

ITEM NUMBER	DESCRIPTION	UNITS	UNIT COST	QUANTITY	TOTAL PRICE
West Park Ave Improvements					
01 Administration					
-	Dept Incurred Admin	LS	\$20,000.00	1	\$20,000
-	Engineering Consultant Cost	LS	\$21,163.00	1	\$21,163
01 Administration Subtotal					\$41,163
02 Acquisition, Demolition & Site Preparation					
-	Utilities (relocated by Borough)	LS	\$75,000.00	1	\$75,000
02 Acquisition, Demolition & Site Preparation Subtotal					\$75,000
03 Construction Renovation & Rehabilitation					
-	Mobilization (10% of Total Project Costs)	LS	\$177,700.00	1	\$177,700
-	Traffic Control 10% of Total Project Costs)	LS	\$177,700.00	1	\$177,700
-	Erosion & Sediment Controls (5% of Total Project Costs)	LS	\$88,850.00	1	\$88,850
-	Contingency (10% of Total Project Costs)	LS	\$177,700.00	1	\$177,700
-	Inflation Year 1 (3% of Total Project Costs)	LS	\$53,320.00	1	\$53,320
-	Inflation Year 2 (3% of Total Project Costs)	LS	\$53,320.00	1	\$53,320
West Park Avenue Improvements					
-	Utility Relocation	LS	\$43,000.00	1	\$43,000
9000-0005	18" HDPE (Basin Connection and Outlet)	LF	\$155.00	146	\$22,630
0605-2401	Underground Basin Storage Structures (Incl. Delivery)	CF	\$4.50	69505	\$312,773
0605-2401	Underground Basin Stone, Fabric and Labor	CF	\$4.50	69505	\$312,773
0605-2401	Manhole Frame and Cover	EA	\$3,000.00	3	\$9,000
0605-2850	Standard Inlet Box for Basin	EA	\$5,000.00	5	\$25,000
0605-2850	Standard Inlet Box	EA	\$3,800.00	20	\$76,000
0605-5711	Type C Inlet Top Unit and Bicycle Safe Grate	EA	\$1,200.00	20	\$24,000
9000-0006	15" HDPE	LF	\$145.00	142	\$20,590
9000-0007	18" HDPE	LF	\$155.00	851	\$131,905
9000-0011	White Preformed Legend, Shared Lane Markings	EA	\$500.00	13	\$6,500
9000-0011	4" Yellow Hot Thermoplastic Pavement Markings	LF	\$2.00	2256	\$4,512



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

JOB W. Park Avenue Pedestrian & SW Improvement Project 21-01199
SHEET NO. 1 OF 1
CALCULATED BY TW DATE 9/30/2025
CHECKED BY DCR DATE 9/30/2025
SCALE N.T.S.

ENGINEER'S OPINION OF PROBABLE COST - CPF HUD Funding for W. Park Avenue Improvement Project

ITEM NUMBER	DESCRIPTION	UNITS	UNIT COST	QUANTITY	TOTAL PRICE
West Park Ave Improvements					
Ridge Road (S.R. 0563) / Park Avenue (S.R. 4052) Pedestrian Improvements					
9000-0003	Guiderail Modifications	LS	\$10,000.00	1	\$10,000
9000-0003	Post and Rail Fence	LF	\$25.00	32	\$800
0931-0001	Post Mounted Signs, Type B	SF	\$55.00	3	\$165
0936-0200	Structure Mounted Signs	SF	\$70.00	11	\$770
0954-0012	2" Conduit	LF	\$8.00	125	\$1,000
0954-0151	Trench and Backfill, Type I	LF	\$30.00	70	\$2,100
0954-0153	Trench and Backfill, Type III	LF	\$110.00	95	\$10,450
0954-0201	Signal Cable, 14 AWG, 3-Conductor	LF	\$4.50	210	\$945
0954-0302	Junction Box, JB-27	EA	\$1,200.00	2	\$2,400
0954-0403	Electrical Service Connection, Type C	EA	\$2,500.00	1	\$2,500
0956-0790	Pedestrian Push Buttons (APS)	EA	\$2,000.00	4	\$8,000
0951-4014	Traffic Signal Support, 14' Pedestal	EA	\$6,500.00	2	\$13,000
0955-3722	LED Countdown Pedestrian Signal Head, Type A	EA	\$800.00	4	\$3,200
0910-4117	AWG 10 Underground Cable, Copper 1C	LF	\$3.00	1000	\$3,000
0960-0005	6" White Hot Thermoplastic Pavement Markings	LF	\$3.00	122	\$366
0960-0021	24" White Hot Thermoplastic Pavement Markings	LF	\$12.00	108	\$1,296
03 Construction Renovation & Rehabilitation Subtotal					\$1,777,264
04 Architectural & Engineering					
-	Engineering	LS	\$164,654.40	1	\$164,654
04 Architectural & Engineering Subtotal					\$164,654
CPF HUD Funding Grant Total					\$2,058,081



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

JOB W. Park Avenue Pedestrian & SW Improvement Project 21-01199

SHEET NO. 1 OF 1

CALCULATED BY TW DATE 9/30/2025

CHECKED BY DCR DATE 9/30/2025

SCALE N.T.S.

ENGINEER'S OPINION OF PROBABLE COST - Liquid Fuels Items for W. Park Avenue Improvement Project

ITEM NUMBER	DESCRIPTION	UNITS	UNIT COST	QUANTITY	TOTAL PRICE
West Park Ave Improvements					
9000-0007	18" HDPE	LF	\$155.00	556	\$86,180
9000-0008	Mill and overlay	SY	\$35.00	3980	\$139,300
9000-0009	Full Depth Paving	SY	\$65.00	408	\$26,520
9000-0010	Base Repair	CY	\$80.00	143	\$11,440
SUBTOTAL					\$263,440
SUBTOTAL					\$263,440
COMMENTS:				%	
Traffic Control, Mobilization, E&S, Engineering and Inspection to be included with Grant costs				Maintenance of Traffic	\$0
				Mobilization	\$0
				Erosion & Sediment Control	\$0
				CONSTRUCTION TOTAL	\$263,440
				Construction Inspection	\$0
				Engineering	\$0
TOTAL					\$263,440

Park Avenue Neighborhood Meeting
May 10, 2021

The meeting was held at the Menlo Park Pavilions at 5:00pm.

Attendees/Presenters included:

- Andrea Coaxum, Borough Manager
- Jim Purcell, Council Vice President (Ward 2)
- Steve Rose, Council Member (Ward 2)
- Jeff Tulone, Director of Public Works
- Doug Rossino, Borough Engineer
- Judy Stern Goldstein, Borough Planner

Approximately 17 residents also attended (sign-in sheet is attached)

Andrea Coaxum and Judy Stern Goldstein gave a brief presentation about the potential project and explained that it is in the conceptual planning phase. The purpose of the meeting was to obtain feedback, input, and comments from residents that would be potentially impacted by the project.

Concerns / Discussion Items included:

- Overall concerns:
 - Stormwater management and flooding were major issues. Several residents noted that stormwater flows down Park Avenue and has been a constant concern for many years. Frustration was expressed with the roadside ditches, water flowing into/onto properties, and icing in the winter. It was noted that vehicles get stuck in the ice and are not able to make it up the hill.
 - Request for Traffic Calming. Several residents expressed frustration with truck traffic navigating the steep hill and curving roadway. The amount and frequency of truck traffic were both noted as concerns, as was the speed of traffic in general. There was much discussion about potential reasons for truck traffic. One resident noted that a Dominoes truck uses Park Avenue on a regular basis. This was noted by the Borough and inquiries will be made to determine if the route could be changed.
 - Snow shoveling – Several residents wanted to know if they would be responsible for snow shoveling for any new sidewalk.
 - Public water. One resident asked if this project (if it went through) would then create a situation in which she would be forced to connect to public water.
 - Wildlife. Several residents expressed concern with the existing wildlife present in the detention basin. Some were concerned and wanted to make sure the wildlife did not migrate into their properties and others were concerned that wildlife would have a safe place to relocate.
 - When asked, no residents present were opposed to a sidewalk along Park Avenue, if their concerns could be addressed.
 - When asked, no residents present were opposed to a switchback trail connecting Parkridge Drive to S. 12th Street.

Property-specific concerns included:

- 280 Parkview – concerned with snowplowing. Currently, the plows bury the corner, including the fire hydrant along Park Avenue.
- 276 Parkview – concerned that any improvements along Park Avenue might have a negative impact on their existing row of mature arborvitae.
- 270 Parkview – concerned about the steep bank at the rear of their property and wanted to make sure that any sidewalk along Park Avenue would not be on top of the bank. Would prefer the sidewalk be closer in elevation to the roadway.
- 268 Parkview – concerned that there is no curb reveal along Parkview at their property and that stormwater runs down the road and into/through their property.
- 264 Parkview – concerned with his existing shed. Does not want to have to move/relocate it if the existing basin is redesigned.
- 260 Parkview – stated that they do not want any trees to be planted as part of this project that would interfere with their view. They currently have an excellent view and they want to make sure that it remains uninterrupted.
- 1225 Park Avenue – very concerned with current flooding/drainage issues along Park Avenue. Stated that flooding (due to stormwater runoff) is a major concern for 1225, 1225, 1217, and 1213 Park Avenue. Stated that prior paving projects caused stormwater to flow into their garage.
- 1217 Park Avenue – concerned with stormwater / flooding. Stated that stormwater runs down Park Avenue and doesn't follow the road when it turns – the water then runs into their property. Stormwater ponds in their front yard and then runs to rear of property as cars drive along the roadway.
- 1213 Park Avenue - concerned with stormwater / flooding. Stormwater runoff flows down the road and then ponds in her front yard.



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

MEMORANDUM

Date: 08/03/2022

To: Douglas C. Rossino, P.E.
Judith Stern Goldstein, R.L.A., ASLA

From: Timothy Wallace, P.E.

cc:

Reference: Park Avenue Improvements Community Meeting held at Menlo Park Pavilion

Staff at Meeting

- Andrea Coaxum, Borough Manager
- Jim Purcell, Council Vice President (Ward 2)
- Steve Rose, Council Member (Ward 2)
- Jeff Tulone, Director of Public Works
- Doug Rossino, Borough Engineer
- Judy Stern Goldstein, Borough Planner
- Tim Wallace, Gilmore & Associates, Inc.

Meeting began at 5:30 pm and ended at approximately 7:15 pm. Sign in sheet was completed by attendees and is included in the file.

The beginning of the meeting consisted of a project overview by Andrea and Judy, followed by a description the engineering design by Doug. Project timeline and possible funding through grants for the Liberty Bell Trail and other sources were also discussed but it was noted that no funding has been secured at this time.

It was also discussed that the switchback trail originally proposed between 254 and 256 Park Ridge Drive is unlikely to be installed unless there is significant community support due to the additional cost and grading challenges to install a trail at this location. The proposed sidewalk along W. Park Ave will serve as the primary pedestrian route for residents from the Park Ridge and Cedar Ridge Developments and from the Liberty Bell Trail connection at S. Ridge Road to the Borough's Town Center.

Concerns / Discussion Items included:

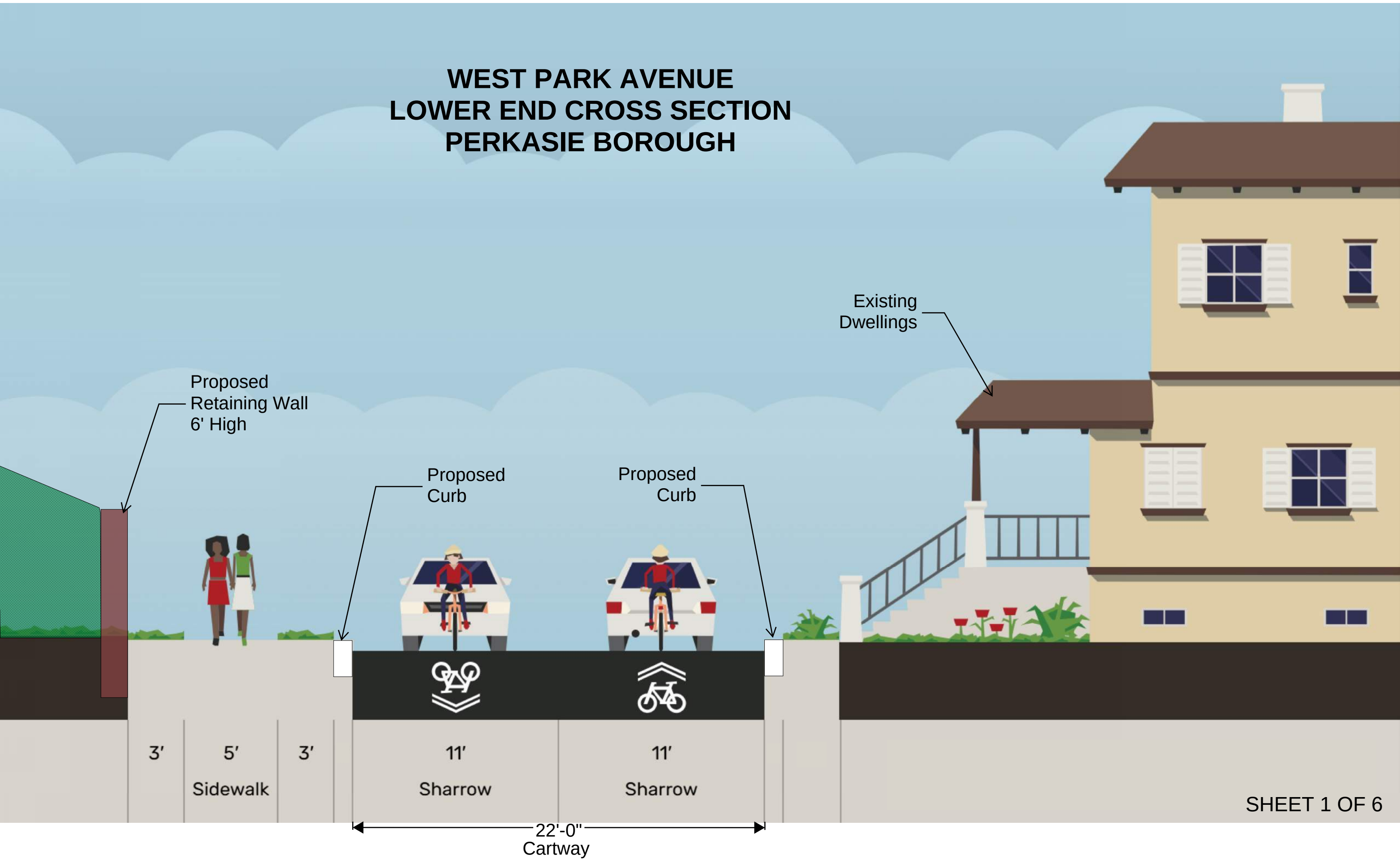
- A majority of the residents at the meeting expressed concerns related to the speed of traffic on Park Avenue and large truck traffic using the road as a cut through. Noise from truck traffic is also a major concern.

- The owner at 217 Park Avenue stated that she always sees vehicles not stopping on Park Ave when the bus stops to pick up/ drop off her child.
 - Residents requested stop signs, flashing red lights and additional signage to slow traffic down and restrict access to large trucks.
 - Additional traffic calming measures such as speed humps were suggested but Doug did not recommend speed humps due to the grade of the roadway, stating they could result in greater traffic accidents.
 - It was also noted by the Residents that traffic down Park Avenue and through the intersecting streets do not obey the traffic signs/signals, creating hazardous driving conditions during early morning commutes.
 - Andrea said she would contact the police about monitoring the speed of vehicles on Park Avenue and also having the police department conduct a speed study to determine the average speed of vehicles along Park Ave.
 - The Borough will also investigate other traffic calming measures to address these concerns.
- The owner at 278 Park Ridge Ave expressed continued concerns regarding the removal of the Arborvitae screen they have along the rear of their property that fronts on Park Avenue.
 - They stated that the trees provide both a visual and sound barrier from the truck traffic along Park Avenue.
 - It was determined prior to the meeting that the trees are outside of the right-of-way and on their property.
 - They acknowledged that the trees would likely need to come down as part of the proposed improvements and Judy confirmed that we would not be able to save these trees due to the sensitive nature of the tree roots.
 - The owner was agreeable to the idea of a replacement arborvitae buffer being provided by the Borough. New trees would only have a height between 8 to 10 feet but grow quickly. Andrea asked the owner to begin considering the type and location of a replacement buffer.
 - It was discussed that the buffer could possibly be installed prior to the start of construction to allow the trees time to grow but the timeline was still open to discussion.
- Residents expressed concern over the height and location of the retaining walls. Doug noted that any wall exceeding 30 inches will have fall protection. He also noted that the grading from the rear of the homes along Park Ridge Drive to the retaining wall could be viewed from the road and from the homes along Park Ridge Drive which would not allow it to be used as a hiding spot/ hangout. Additional precautions may be necessary to prevent kids from walking on top of the wall.
- Residents on the southern side of Park Avenue were also concerned with stormwater runoff. Doug explained that the proposed roadway design included curb and inlets along Park Avenue which would capture the runoff from the roadway before it gets to their driveway. Also, the road would contain a crown to try and keep the upslope runoff on the north side of Park Avenue. The possibility of building up the driveways along the south side of Park Avenue to help keep drainage in the roadway was also briefly discussed with one resident.
- One resident expressed concern over the sidewalk/trail connection at the intersection of Park Avenue and Ridge Road. Doug noted that intersection improvements are forthcoming as part of the Liberty Bell Trail improvements to make the crossing at the intersection safer.
 - Residents also expressed concern over the speed of traffic along Park Avenue. Particularly where the speed drops from 35mph down to 25mph.
 - One resident noted that some vehicles use North Lane as a cut through to Park Avenue to avoid the traffic light at the intersection of Ridge Rd and Park Ave. She also stated that the vehicles cutting through speed down North Lane and do not stop for buses. Jeff

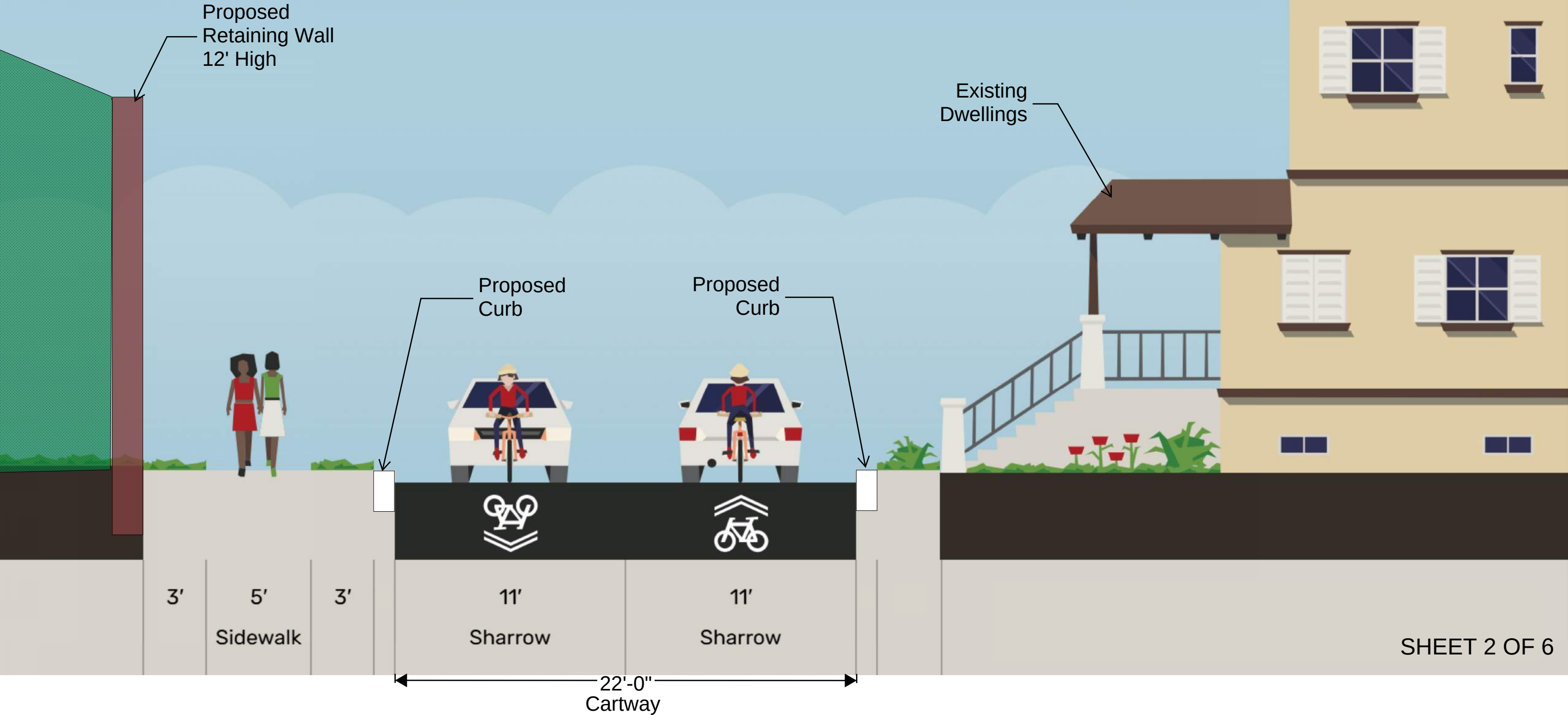
and Andrea said they would look into this issue and have the police monitor the situation.

- Residents in the Park Ridge Development along the existing basin expressed concern related to the appearance/ maintenance of the existing basin.
 - They noted that in addition to the overgrown vegetation, garbage can also be seen in the basin. I informed him that the appearance and maintenance issues are the reason behind the Borough switching the existing basin to an underground system which will allow the Borough to maintain the grass slope and create and improve the appearance of the open space.
 - Another resident expressed concerns about erosion of the existing grade behind her house near the basin. I informed her that moving the basin underground and smoothing the slope behind these homes would help address this issue.
- It was also discussed that the project may need to be phased based on funding and that the roadway improvements and sidewalk would be the top priority and the basin improvements would be secondary as the budget allows. The Borough would maintain ownership and maintenance responsibilities for the new sidewalk along Park Ave and the open space over the basin.
- Residents also agreed that the current basin does not function properly. It is not clear if it is an issue with the outlet structure grate being blocked by debris/ vegetation, the size of the outlet pipe or downstream pipe capacity/ issues. Since the stormwater improvements will be combined with the flow into the basin in the existing system along Park Avenue, further investigation on the existing pipe networks and discharge point will be necessary. Emergency overflow for the basin should also be considered.
- The resident at 256 Park Ridge Drive noted that the inlet in the grass area adjacent to his home is filled with debris and has excessive vegetation growth around it which is impacting its ability to function and asked that it be maintained.
- One resident stated a manhole cover along the lower section of Park Ave (through town) is too low and holds water which freezes over during the winter.

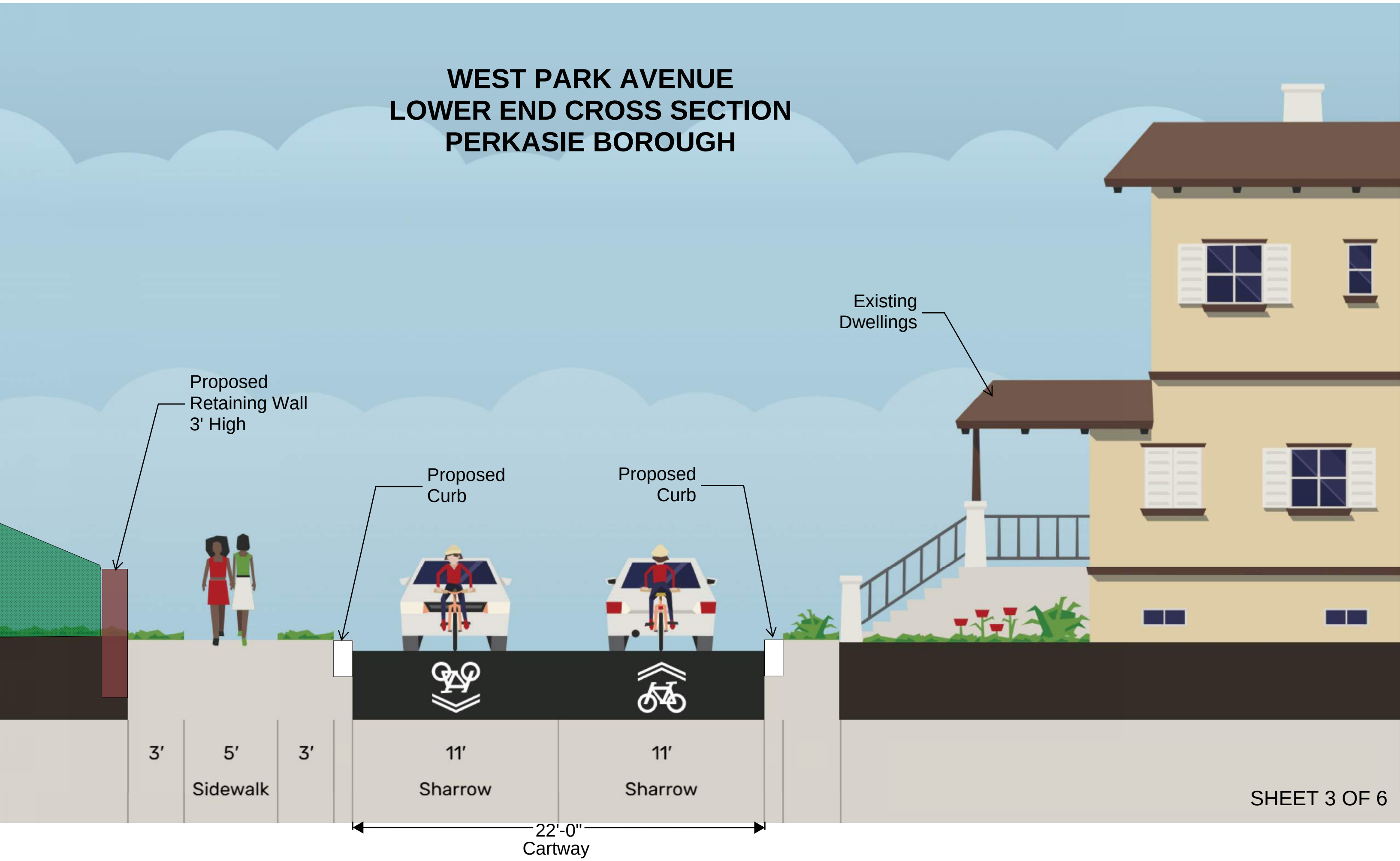
**WEST PARK AVENUE
LOWER END CROSS SECTION
PERKASIE BOROUGH**



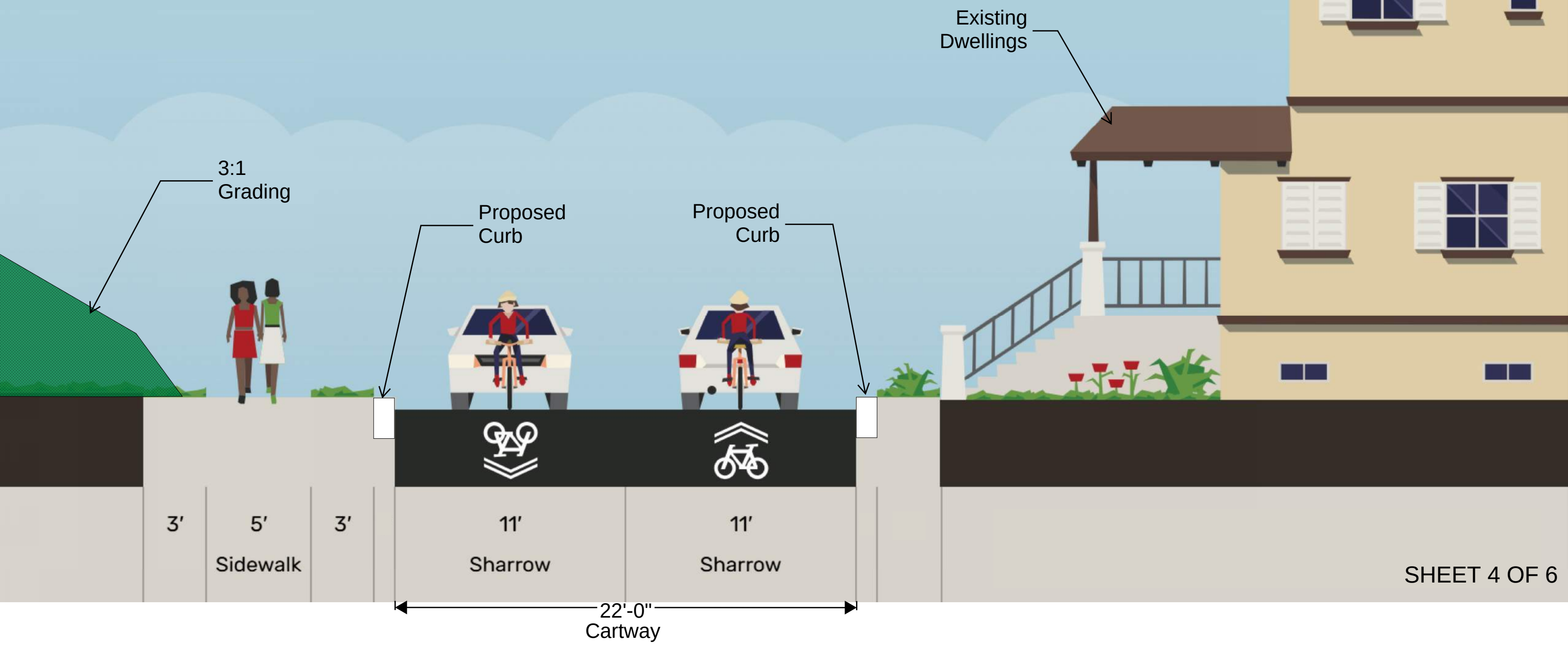
**WEST PARK AVENUE
LOWER END CROSS SECTION
PERKASIE BOROUGH**



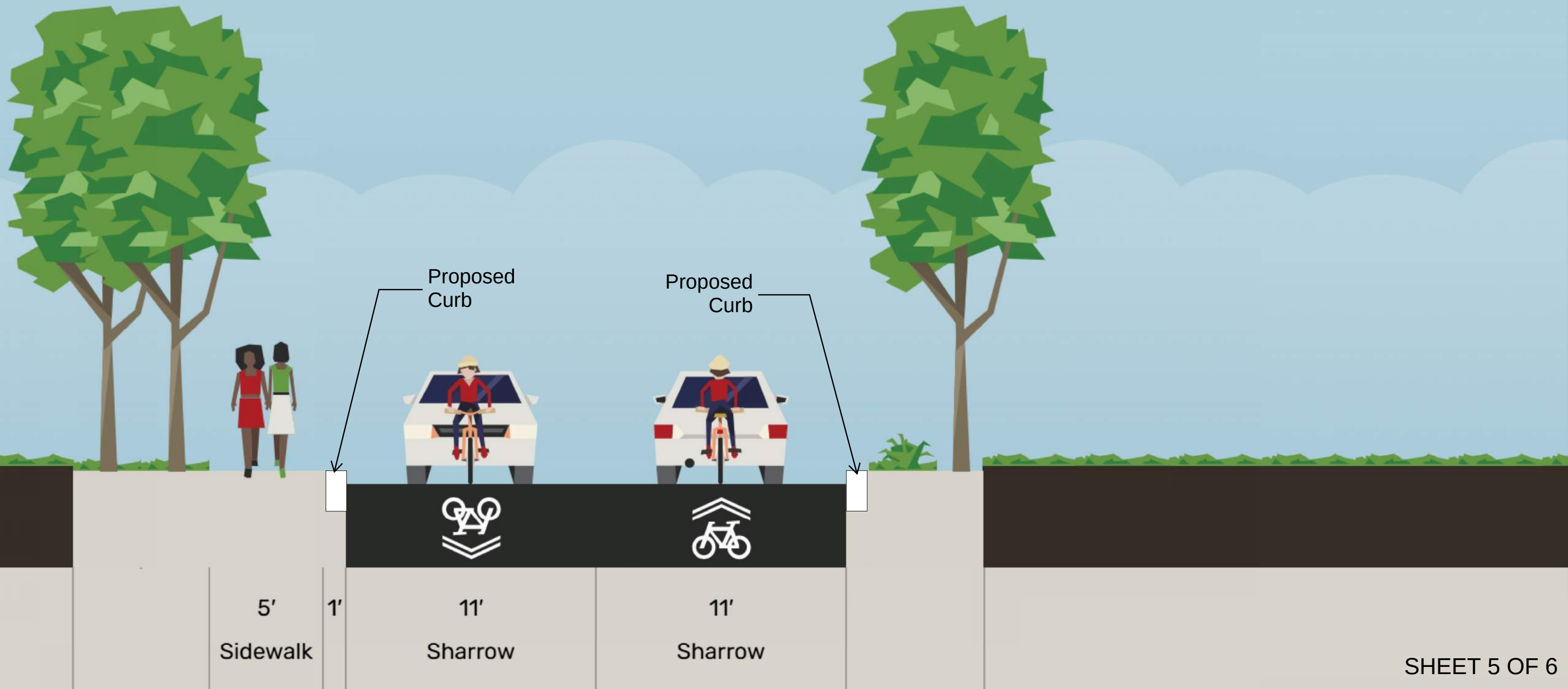
**WEST PARK AVENUE
LOWER END CROSS SECTION
PERKASIE BOROUGH**



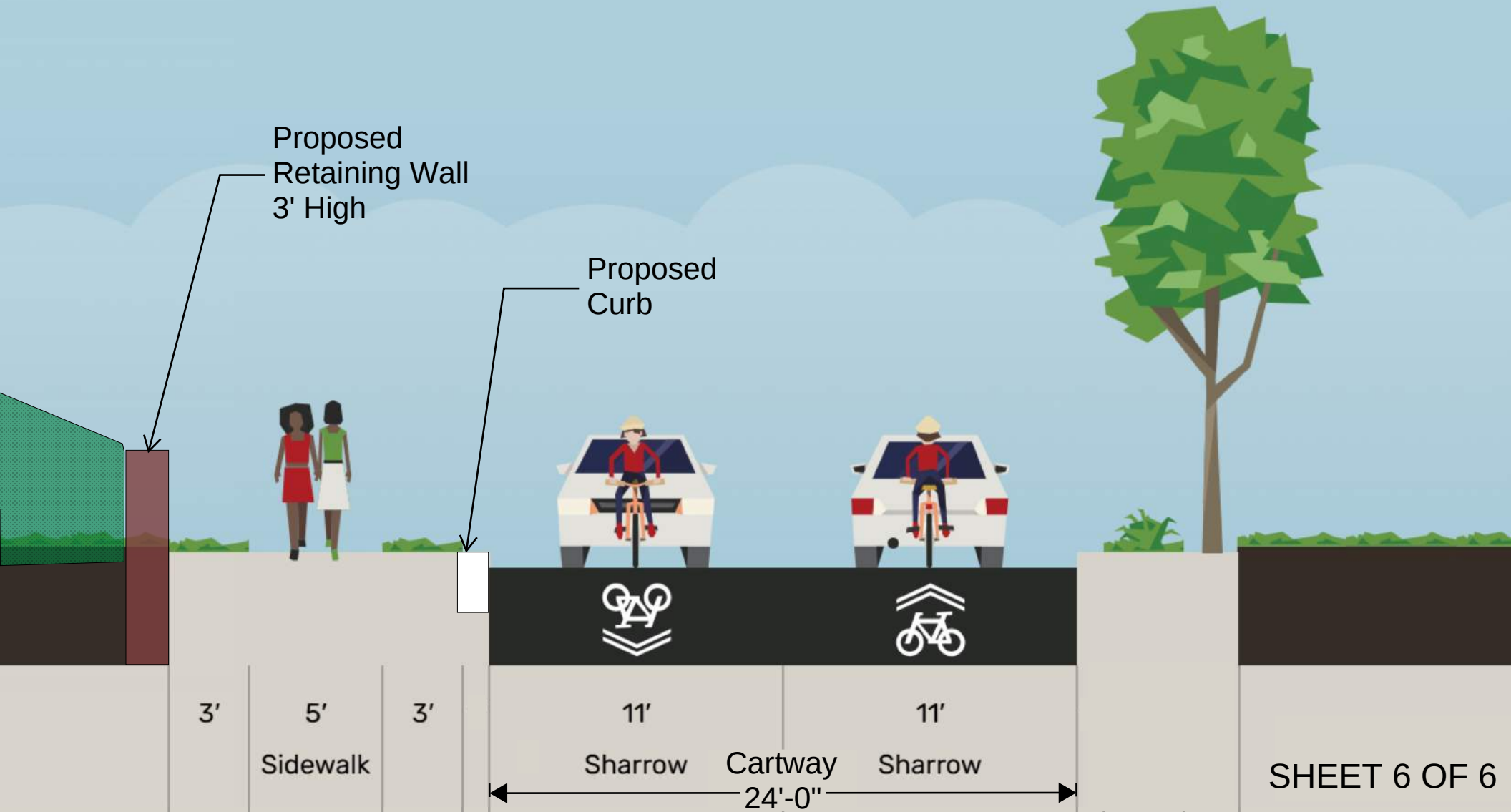
**WEST PARK AVENUE
LOWER END CROSS SECTION
PERKASIE BOROUGH**



WEST PARK AVENUE PARKRIDGE DRIVE AREA CROSS SECTION PERKASIE BOROUGH



WEST PARK AVENUE TOP AREA CROSS SECTION PERKASIE BOROUGH

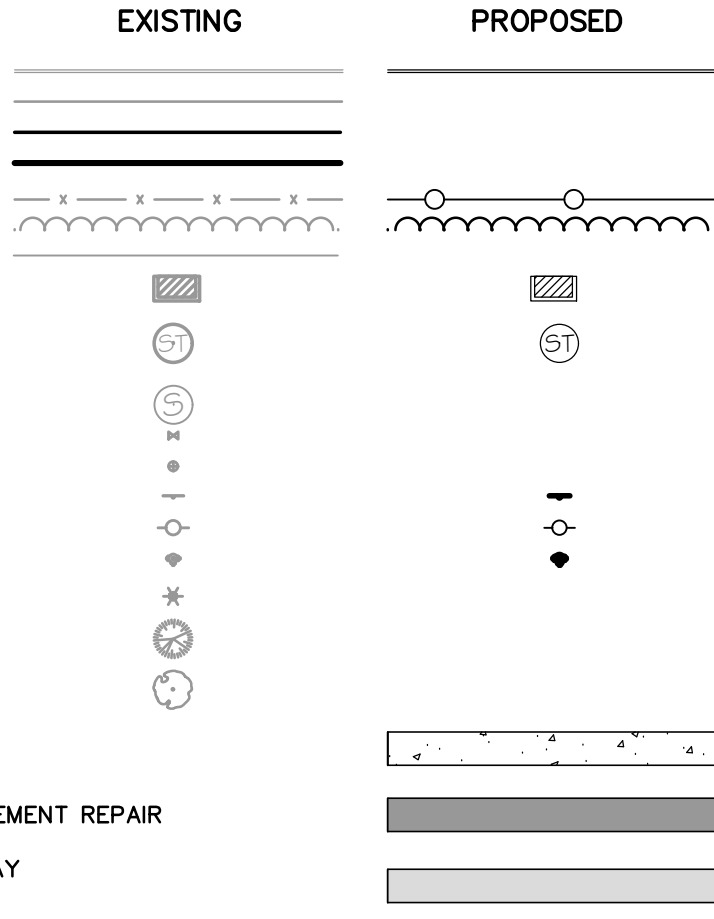




C:\MUNICIP\2021\2101199-PB_W_Park Avenue Improvements\DESIGN\CAD\Production Drawings\2101199_LAYOUT 2025-09-16.dwg Layout: 1 Layout Plan (1 of 2) (2) Plotted By: twellace, on Fri Oct 24, 2025 at 9:47am

LEGEND

- CURB
EDGE OF PAVE
LEGAL RIGHT-OF-WAY
PROPERTY LINE
FENCE LINE
TREE LINE
SANITARY SEWER LINE
STORM INLET
STORM MANHOLE
SANITARY MANHOLE
GAS VALVE
WATER METER
SIGN
UTILITY POLE
FIRE HYDRANT
LIGHT FIXTURE
CONIFEROUS TREE
DECIDUOUS SHADE TREE
PROPOSED SIDEWALK
PROPOSED FULL DEPTH PAVEMENT REPAIR
PROPOSED ROADWAY OVERLAY
(FUNDED BY BOROUGH)

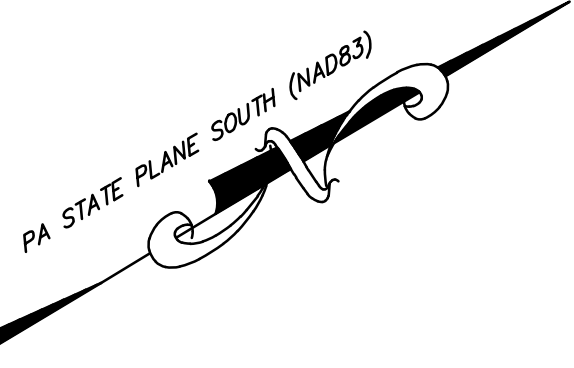


GENERAL NOTES:

- THIS PLAN IS BASED ON A FIELD SURVEY PREPARED BY GILMORE & ASSOCIATES, INC. ON AUGUST 6, 2021 AND THE REFERENCED INFORMATION LISTED HEREON. IT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.
- SUBJECT TO COVENANTS, RESTRICTIONS AND/OR EASEMENTS EITHER WRITTEN OR IMPLIED.
- VERTICAL DATUM IS NAVD88 AND WAS ESTABLISHED BY GLOBAL POSITIONING SYSTEM (GPS) WITH OBSERVATIONS REFERENCED TO THE KEYNET-GPS VIRTUAL REFERENCE STATION SYSTEM (TOPCON TOPSURV GPS BASE STATION NETWORK).
- HORIZONTAL DATUM IS BASED ON 1983 STATE PLANE COORDINATE SYSTEM ESTABLISHED BY GLOBAL POSITIONING SYSTEM (GPS) WITH OBSERVATIONS REFERENCED TO THE KEYNET-GPS VIRTUAL REFERENCE STATION SYSTEM (TOPCON TOPSURV GPS BASE STATION NETWORK).
- THE ROAD RIGHT-OF-WAY LINES SHOWN ARE APPROXIMATE AND BASED ON THE REFERENCED PLANS AND DEEDS LISTED HEREON AND THE LOCATION OF PROPERTY CORNER MARKERS FOUND AND SHOWN HEREON.
- PRELIMINARY DESIGN INCLUDES THE RELOCATION OF EXISTING UTILITY POLES. FINAL DESIGN MAY INCLUDE RELOCATION OF OVERHEAD WIRES TO UNDERGROUND ELECTRIC.

REFERENCES:

- TAX MAP FOR THE BOROUGH OF PERKASIE, COUNTY OF BUCKS, COMMONWEALTH OF PENNSYLVANIA.
- PLAN ENTITLED "FINAL PLAN OF PROPERTY OF BUCKS COUNTY BANK & TRUST CO.", PREPARED BY GEORGE R. NEVELLS R.S., DATED 12/5/1962, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 2/14/1963 IN PLAN BOOK 25, PAGE 26.
- PLAN ENTITLED "FINAL PLAN OF SUBDIVISION MADE FOR ELSIE B WITWER", PREPARED BY R. WITWER AND WALTERS, INC., DATED 4/18/1968, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 5/21/1968 IN PLAN BOOK 54, PAGE 23.
- PLAN ENTITLED "DEED PLOTTING PLAN OF PROPERTY OF JOANNE PATRICIA HACKETT", PREPARED BY: MARVIN HENDRICKS P.E., DATED 5/18/1979, AND LAST REVISED ON 7/5/1979, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 9/17/1979 IN PLAN BOOK 187, PAGE 34.
- PLAN ENTITLED "PARKRIDGE PLANNED RESIDENTIAL DEVELOPMENT", PREPARED BY ENVIRONMENTAL DESIGN CONSULTANTS, INC., DATED 12/2/1977, AND LAST REVISED ON 5/1/1978, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 6/5/1979 IN PLAN BOOK 183, PAGE 41.
- DEEDS AS NOTED



- CURB
EDGE OF PAVE
LEGAL RIGHT-OF-WAY
PROPERTY LINE
FENCE LINE
TREE LINE
SANITARY SEWER LINE
STORM INLET

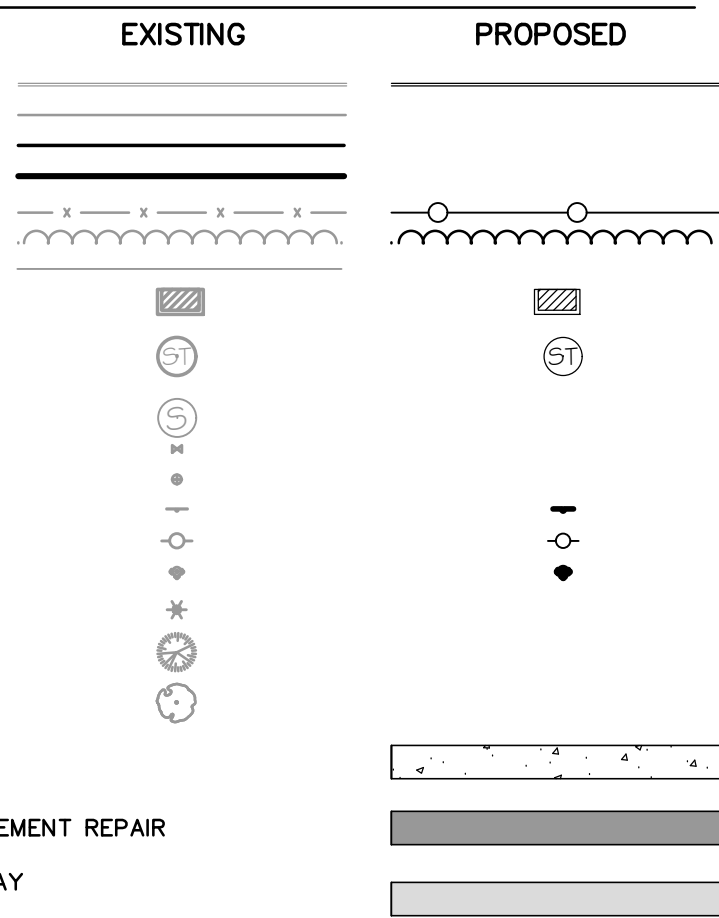
STORM MANHOLE

SANITARY MANHOLE
GAS VALVE
WATER METER
SIGN
UTILITY POLE
FIRE HYDRANT
LIGHT FIXTURE
CONIFEROUS TREE
DECIDUOUS SHADE TREE

PROPOSED SIDEWALK

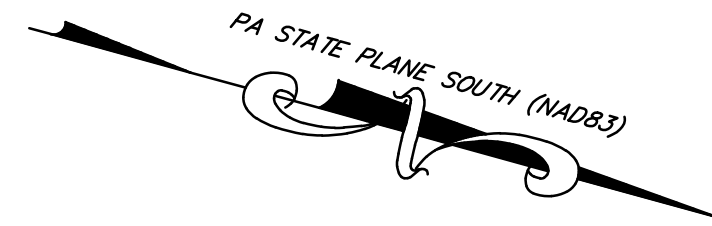
PROPOSED FULL DEPTH
PAVEMENT

PROPOSED ROADWAY O
(FUNDED BY BOROUG)

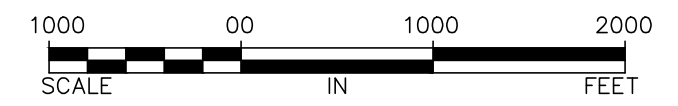


1. THIS PLAN IS BASED ON A FIELD SURVEY PERFORMED BY GILMORE & ASSOCIATES, INC. ON AUGUST 6, 2021 AND THE REFERENCED INFORMATION HEREON. IT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.
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3. VERTICAL DATUM IS NAVD83 AND WAS ESTABLISHED BY GLOBAL POSITIONING SYSTEM (GPS) WITH OBSERVATIONS REFERENCED TO THE KEYNET-GPS VIRTUAL REFERENCE STATION SYSTEM (TOPCON TOPSURV GPS BASE STATION NETWORK).
4. HORIZONTAL DATUM IS BASED ON 1983 STATE PLANE COORDINATE SYSTEM ESTABLISHED BY GLOBAL POSITIONING SYSTEM (GPS) WITH OBSERVATIONS REFERENCED TO THE KEYNET-GPS VIRTUAL REFERENCE STATION SYSTEM (TOPCON TOPSURV GPS BASE STATION NETWORK).
5. THE ROAD RIGHT-OF-WAY LINES SHOWN ARE APPROXIMATE AND BASED ON THE REFERENCED PLANS AND RECORDS SUBMITTED HEREON AND THE LOCATION OF PROPERTY CORNER MARKERS FOUND AND SHOWN HEREON.
6. PRELIMINARY DESIGN INCLUDES THE RELOCATION OF EXISTING UTILITY POLES. FINAL DESIGN MAY INCLUDE RELOCATION OF OVERHEAD WIRES TO UNDERGROUND ELECTRIC.

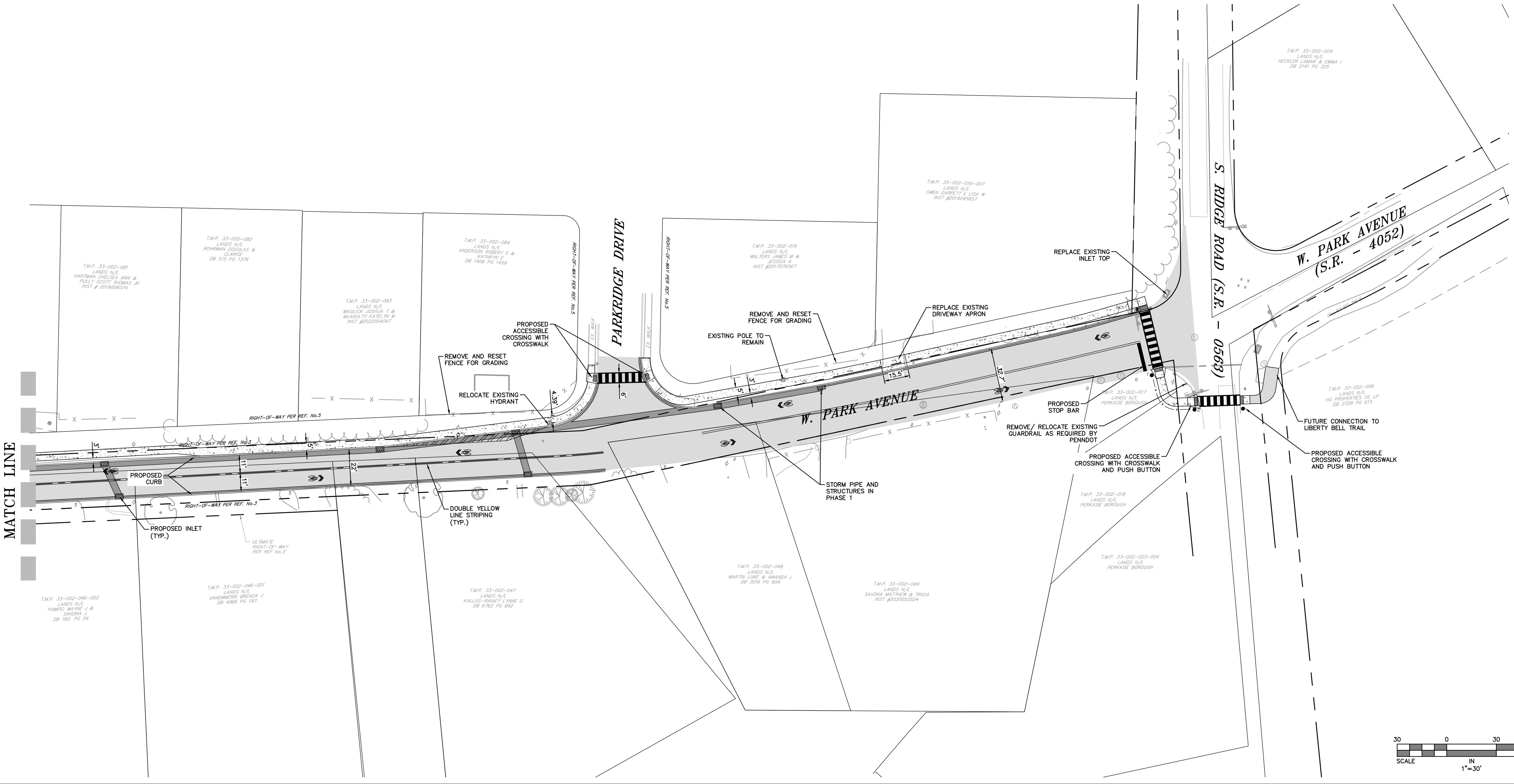
1. TAX MAP FOR THE BOROUGH OF PERKASIE, COUNTY OF BUCKS, COMMONWEALTH OF PENNSYLVANIA.
2. PLAN ENTITLED "FINAL PLAN OF PROPERTY OF BUCKS COUNTY BANK & TRUST CO.", PREPARED BY GEORGE R. NEVELLS R.S., DATED 12/25/1962 AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 2/14/1963 IN PLAN BOOK 25, PAGE 26.
3. PLAN ENTITLED "FINAL PLAN OF SUBDIVISION MADE FOR ELSIE B WITWER", PREPARED BYWIRWILER AND WALTERS, INC., DATED 4/16/1968, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 5/21/1968 IN PLAN BOOK 54, PAGE 23.
4. PLAN ENTITLED "DEED PLOTTING PLAN OF PROPERTY OF JOANNE PATRICIA HACKETT", PREPARED BYG. MARVIN HENDRICKS P.E., DATED 5/15/1971 AND LAST REVISED ON 7/5/1979, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 9/17/1979 IN PLAN BOOK 187, PAGE 34.
5. PLAN ENTITLED "PARKRIDGE PLANNED RESIDENTIAL DEVELOPMENT", PREPARED BY ENVIRONMENTAL DESIGN CONSULTANTS, INC., DATED 12/21/1977, AND LAST REVISED ON 5/11/1978, AND FILED IN THE BUCKS COUNTY RECORDER OF DEED OFFICE ON 6/5/1979 IN PLAN BOOK 183, PAGE 41.
6. DEEDS AS NOTED



LOCATION MAP



SCALE: 1"=1000'



REV.	DESCRIPTION	DATE	BY
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PRELIMINARY PLANS

WEST PARK AVENUE IMPROVEMENTS



PROJECT No.: 2021-01199
OWNERS INFO: PERKASIE BOROUGH 620 W. CHESTNUT PERKASIE, PA 18944 (215) 257-5065

MUNICIPAL FILE No.:
N/A
TAX MAP PARCEL No.:
N/A

TOTAL AREA: N/A	TOTAL LOTS: N/A
DATE: 10/28/2024	SCALE: 1"=30'
DRAWN BY: BS/TW	CHECKED BY: DR

SHEET NO.:
2 OF 2

NOT APPROVED FOR CONSTRUCTION

C:\MUNICIPAL\2021\2101199-PB_W_Park Avenue Improvements\DESIGN\CAD\Production Drawings\2101199_LAYOUT 2025-09-16.dwg Layout: SW.1 of 2 Plotted By: twallace, on Fri Oct 24, 2025 at 9:49am

LEGEND

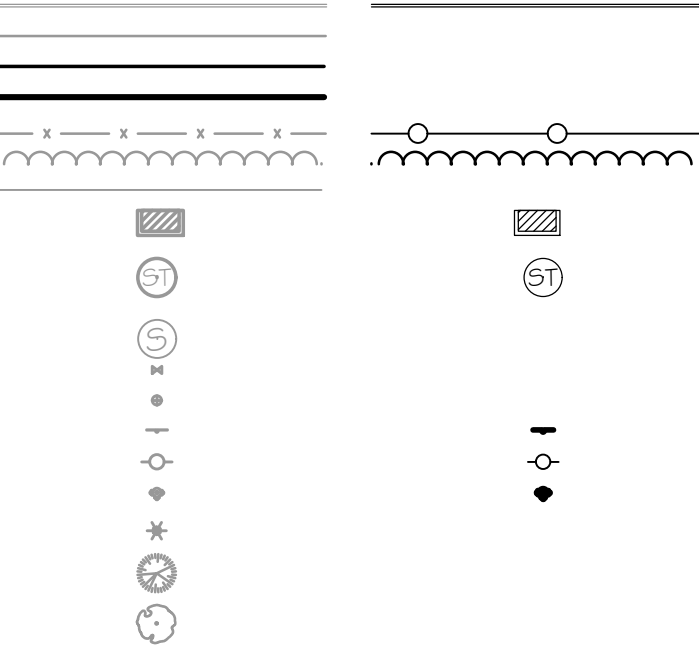
- CURB
EDGE OF PAVE
LEGAL RIGHT-OF-WAY
PROPERTY LINE
FENCE LINE
TREE LINE
SANITARY SEWER LINE
STORM INLET

STORM MANHOLE

SANITARY MANHOLE
GAS VALVE
WATER METER
SIGN
UTILITY POLE
FIRE HYDRANT
LIGHT FIXTURE
CONIFEROUS TREE
DECIDUOUS SHADE TREE

EXISTING

PROPOSED

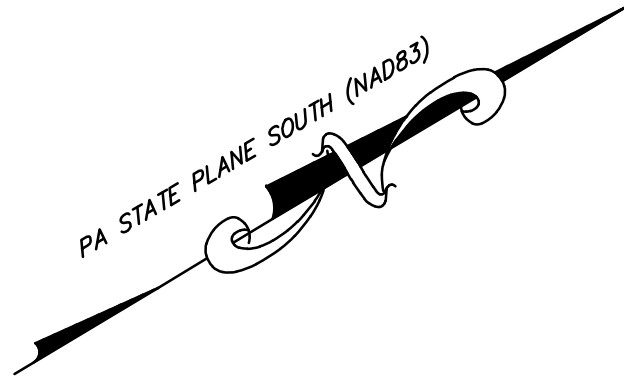


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6. PRELIMINARY DESIGN INCLUDES THE RELOCATION OF EXISTING UTILITY POLES. FINAL DESIGN MAY INCLUDE RELOCATION OF OVERHEAD WIRES TO UNDERGROUND ELECTRIC.

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6. DEEDS AS NOTED



LEGEND

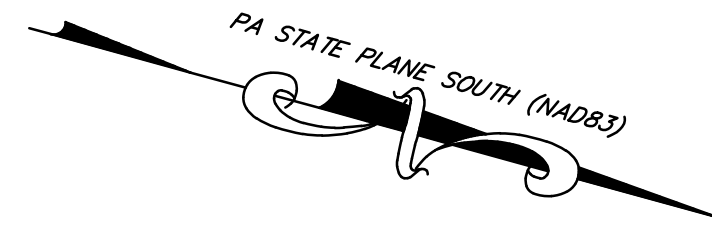
	EXISTING	PROPOSED
CURB		
EDGE OF PAVE		
LEGAL RIGHT-OF-WAY		
PROPERTY LINE		
FENCE LINE		
TREE LINE		
SANITARY SEWER LINE		
STORM INLET		
STORM MANHOLE		
SANITARY MANHOLE		
GAS VALVE		
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SIGN		
UTILITY POLE		
FIRE HYDRANT		
LIGHT FIXTURE		
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DECIDUOUS SHADE TREE		

GENERAL NOTES

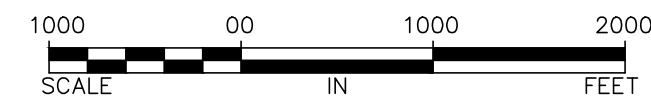
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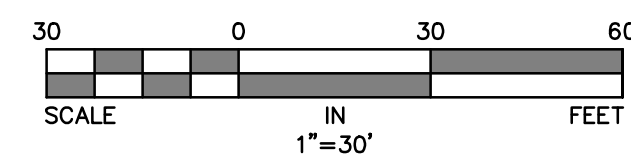
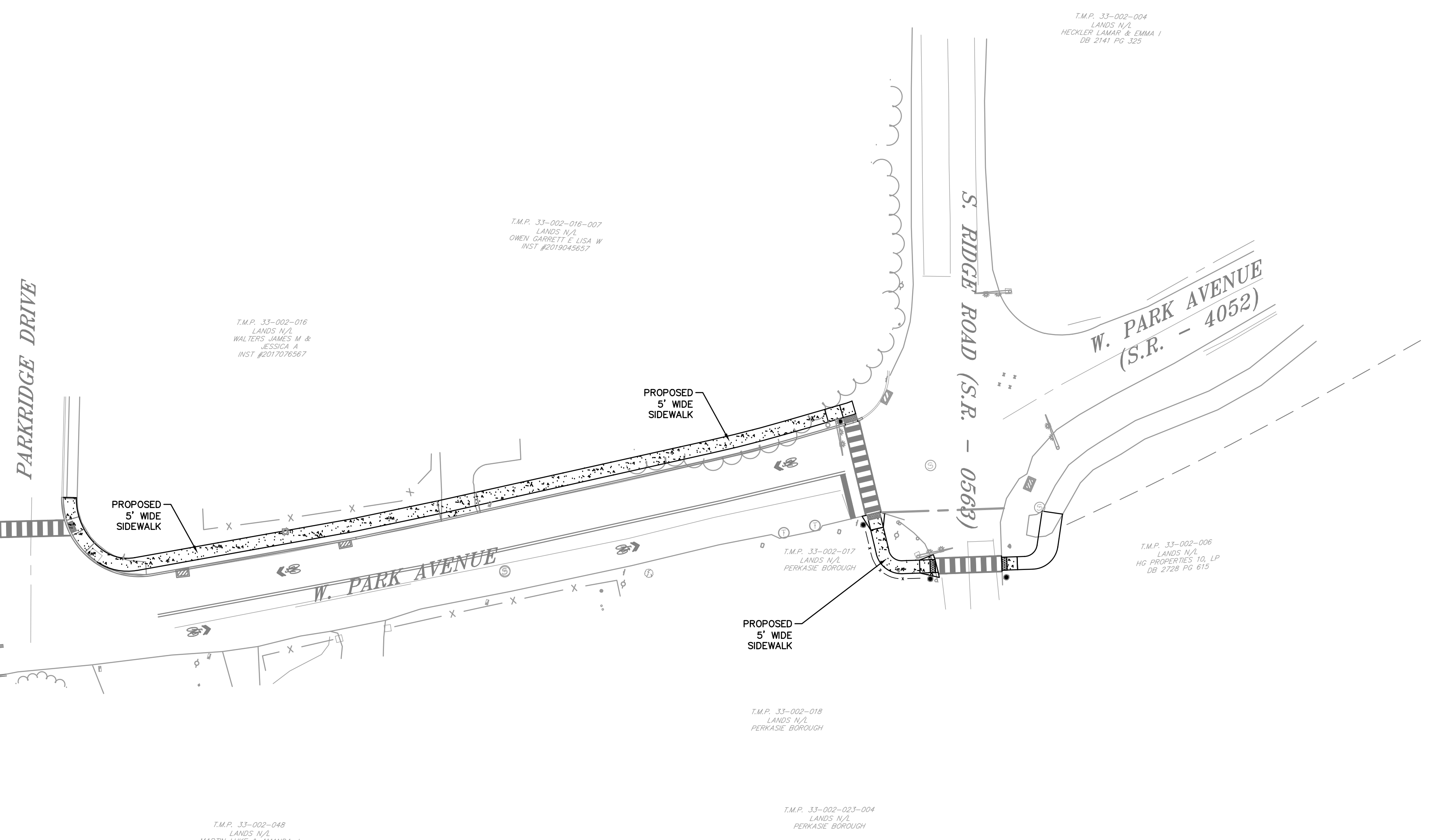
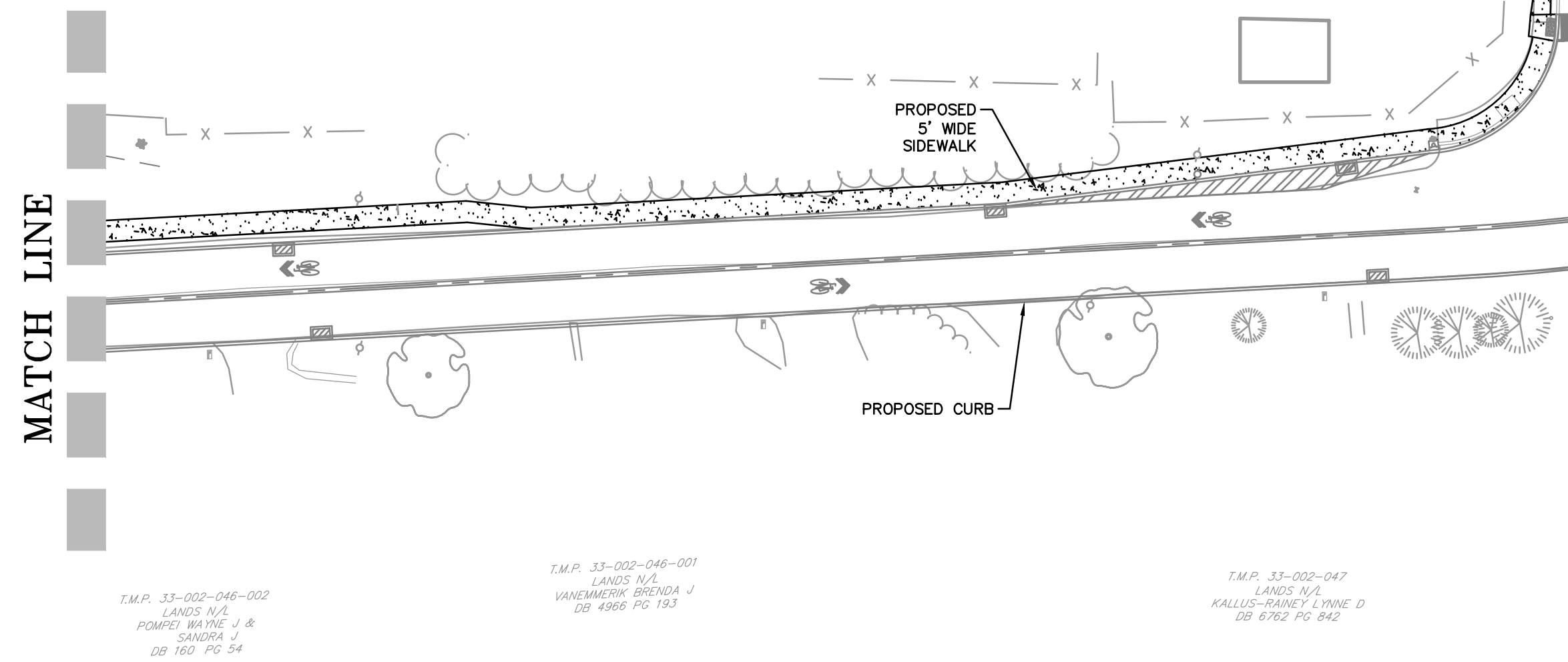
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6. DEEDS AS NOTED



LOCATION MAP



SCALE: 1"=1000'



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

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NOT APPROVED FOR CONSTRUCTION

PRELIMINARY PLANS <i>WEST PARK AVENUE IMPROVEMENTS</i> PERKASIE BOROUGH-BUCKS COUNTY, PENNSYLVANIA LAYOUT PLAN (2 OF 2)	REV.	DESCRIPTION	DATE	BY



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

PROJECT No.: 2021-01199

OWNERS INFO:
PERKASIE BOROUGH
620 W. CHESTNUT
PERKASIE, PA 18944
(215) 257-5065

MUNICIPAL FILE No.: N/A

TAX MAP PARCEL No.: N/A

TOTAL AREA: N/A	TOTAL LOTS: N/A
DATE: 10/28/2024	SCALE: 1"=30'
DRAWN BY: BS/TW	CHECKED BY: DR

SHEET NO.: 2 OF 2

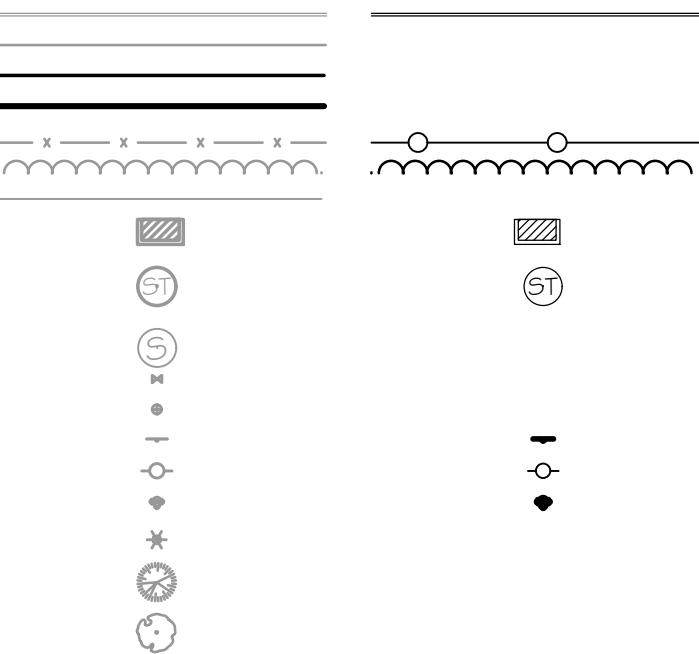
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LEGEND

- CURB
EDGE OF PAVE
LEGAL RIGHT-OF-WAY
PROPERTY LINE
FENCE LINE
TREE LINE
SANITARY SEWER LINE
STORM INLET
STORM MANHOLE
SANITARY MANHOLE
GAS VALVE
WATER METER
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EXISTING

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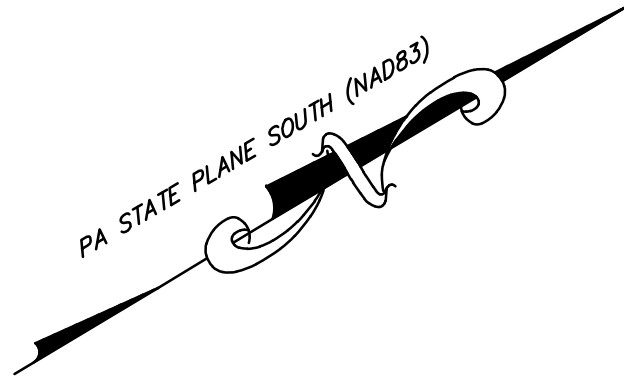


GENERAL NOTES:

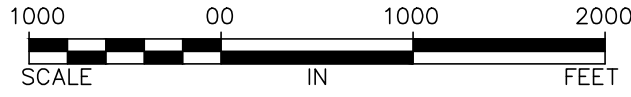
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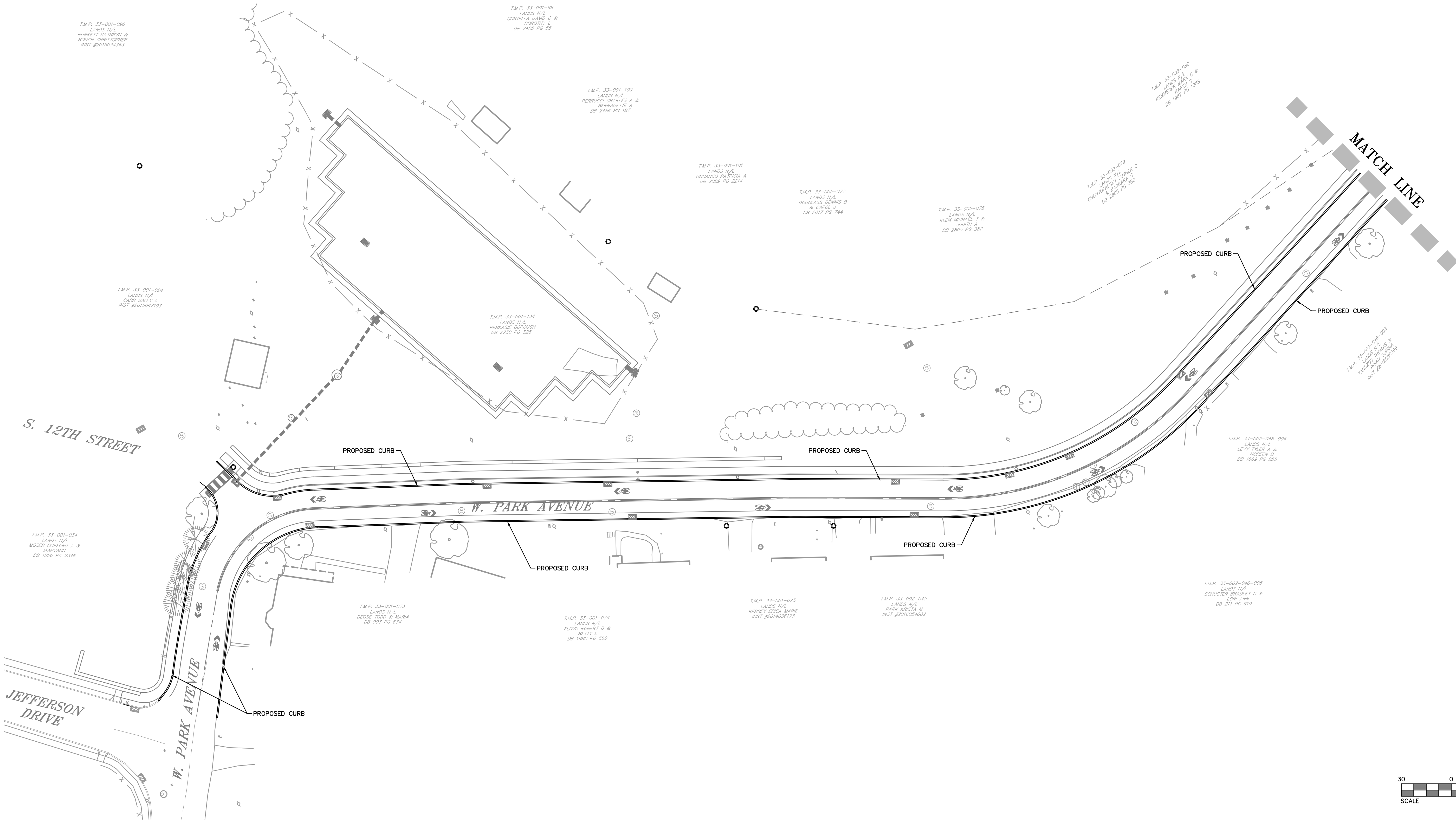
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6. DEEDS AS NOTED



LOCATION MAP



SCALE: 1"=1000'



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
66 EAST BUTLER AVENUE, SUITE 100, NEW BRUNSWICK, NJ 07102-3301 • (732) 345-4330 • www.gilmoreassoc.com

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NOT APPROVED FOR CONSTRUCTION

PRELIMINARY PLANS
WEST PARK AVENUE IMPROVEMENTS
PERKASIE BOROUGH, BUCKS COUNTY, PENNSYLVANIA

LAYOUT PLAN (1 OF 2)



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
PROJECT No.: 2021-01199

OWNERS INFO:
PERKASIE BOROUGH
620 W. CHESTNUT
PERKASIE, PA 18944
(215) 257-5065

MUNICIPAL FILE No.: N/A

TAX MAP PARCEL No.: N/A

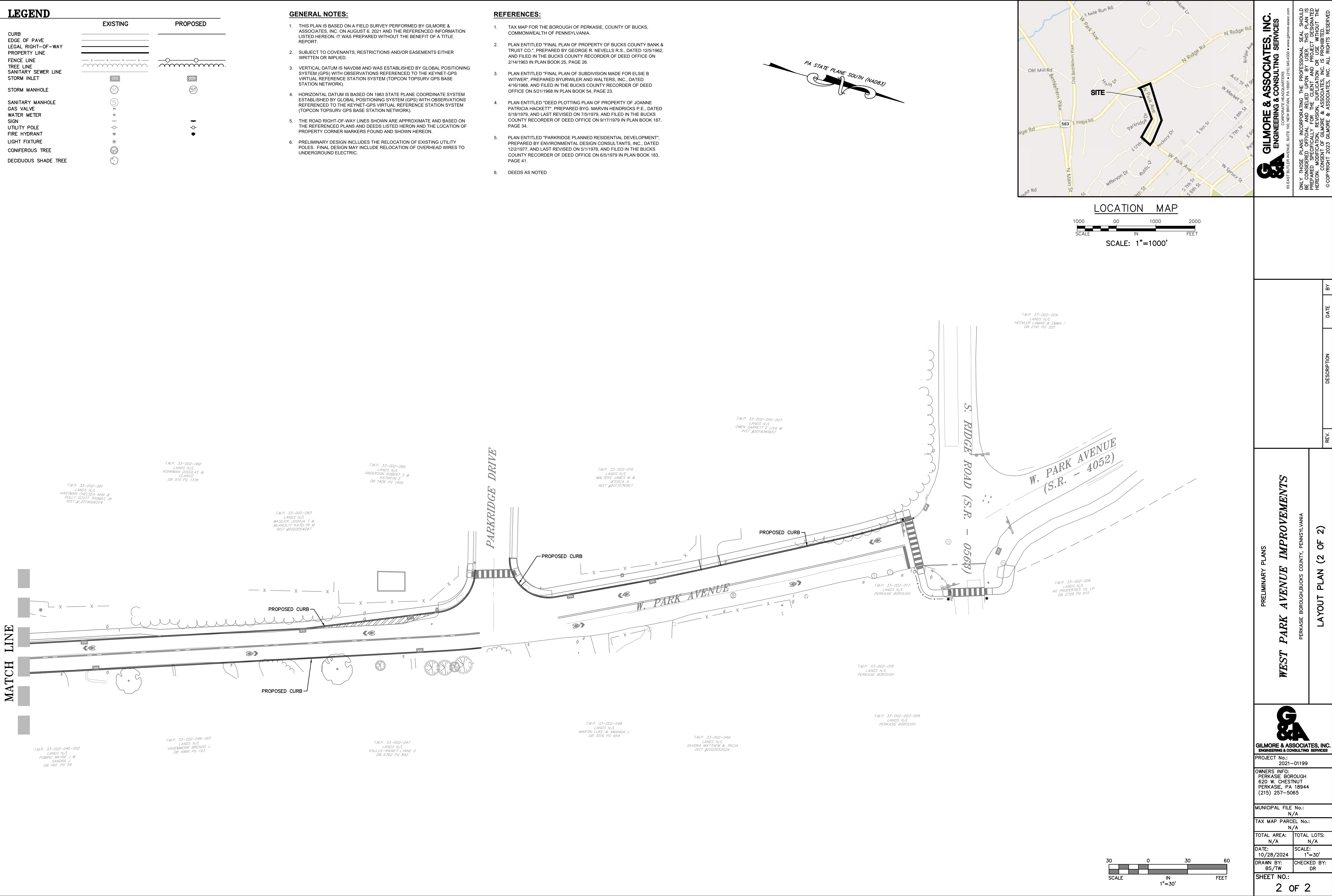
TOTAL AREA: N/A TOTAL LOTS: N/A

DATE: 10/28/2024 SCALE: 1"=30'

DRAWN BY: BS/TW CHECKED BY: DR

SHEET NO.: 1 OF 2

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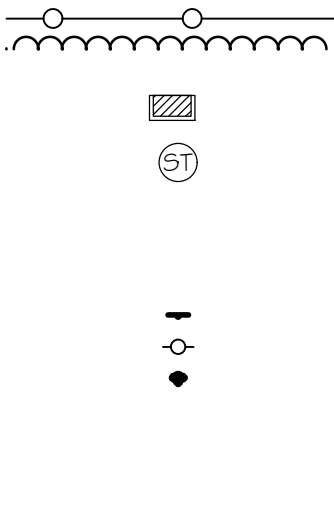
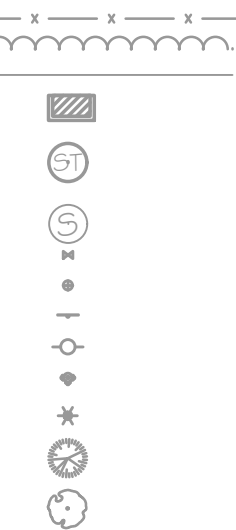
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LEGEND

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LEGAL RIGHT-OF-WAY
PROPERTY LINE
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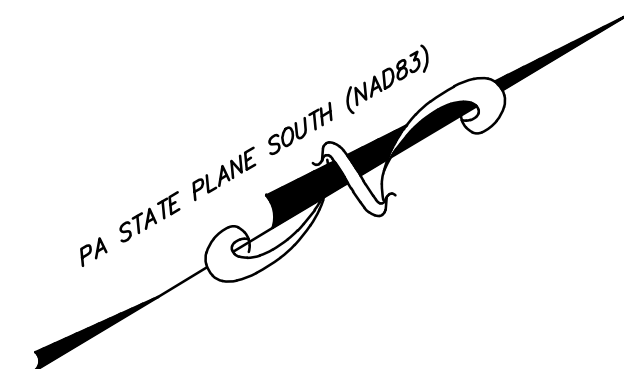


GENERAL NOTES:

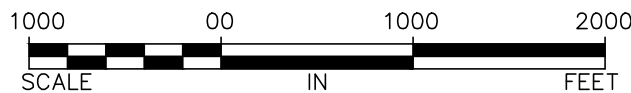
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LOCATION MAP

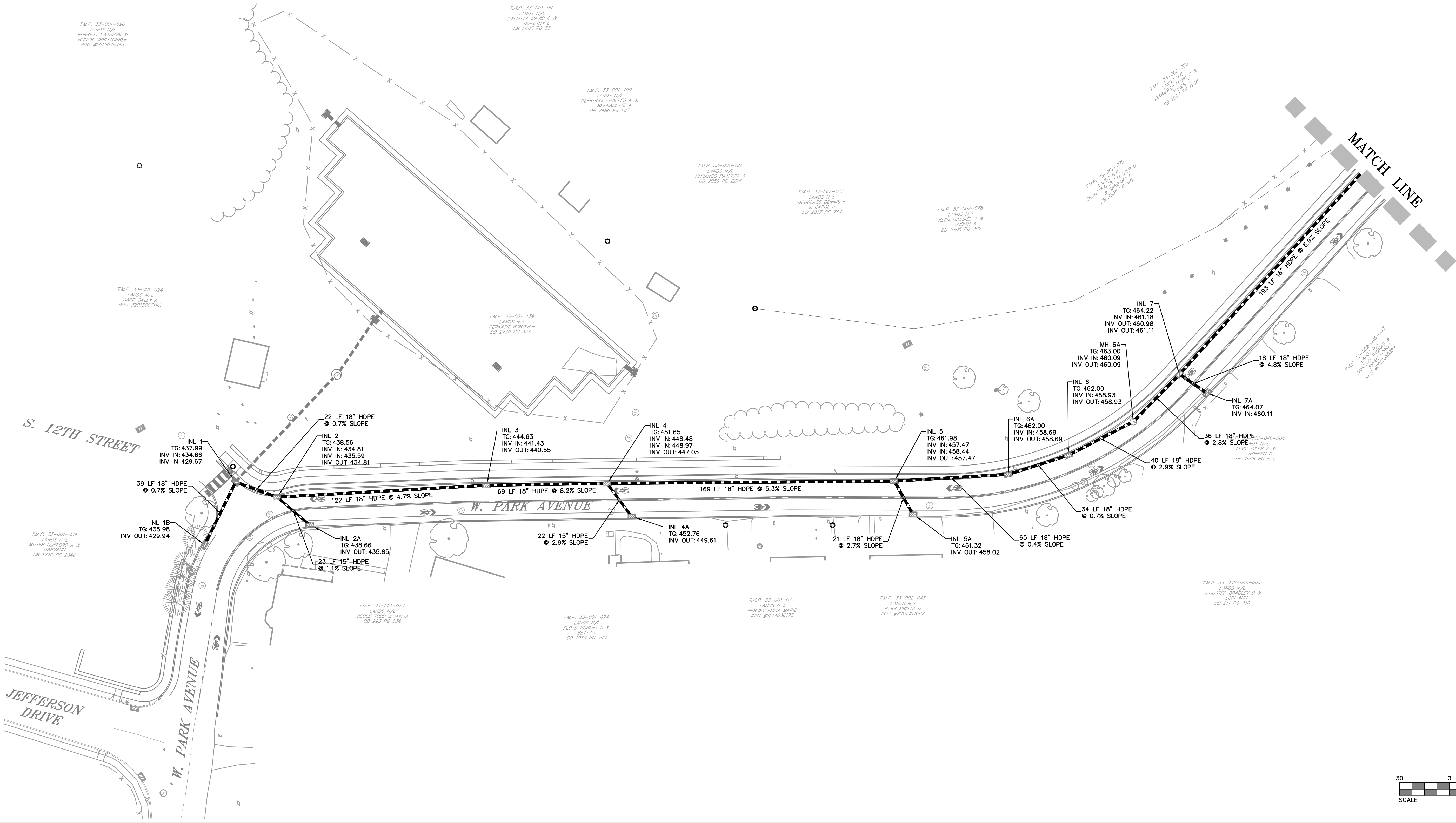


SCALE: 1"=1000'

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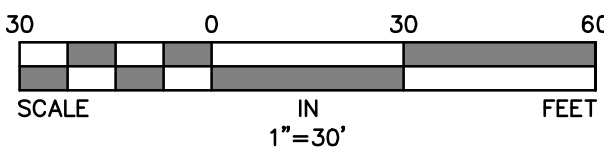
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REV.	DESCRIPTION	DATE	BY

PRELIMINARY PLANS
WEST PARK AVENUE IMPROVEMENTS
PERKASIE BOROUGH, BUCKS COUNTY, PENNSYLVANIA
LAYOUT PLAN (1 OF 2)

GILMORE & ASSOCIATES, INC. ENGINEERING & CONSULTING SERVICES
PROJECT No.: 2021-01199
OWNERS INFO: PERKASIE BOROUGH 620 W. CHESTNUT PERKASIE, PA 18944 (215) 257-5065
MUNICIPAL FILE No.: N/A
TAX MAP PARCEL No.: N/A
TOTAL AREA: N/A
TOTAL LOTS: N/A
DATE: 10/28/2024
DRAWN BY: BS/TW
CHECKED BY: DR
SHEET NO.: 1 OF 2



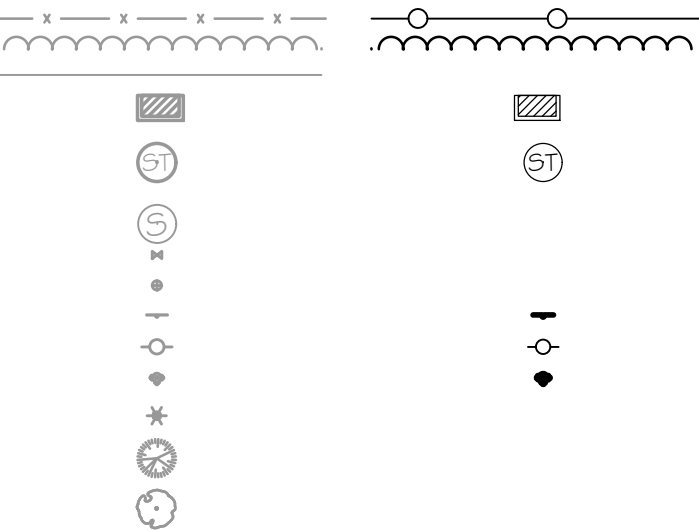
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LEGEND

CURB
EDGE OF PAVE
LEGAL RIGHT-OF-WAY
PROPERTY LINE
FENCE LINE
TREE LINE
SANITARY SEWER LINE
STORM INLET
STORM MANHOLE
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EXISTING

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GENERAL NOTES:

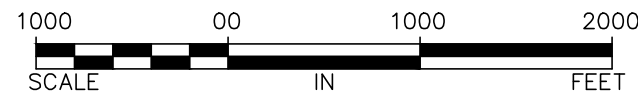
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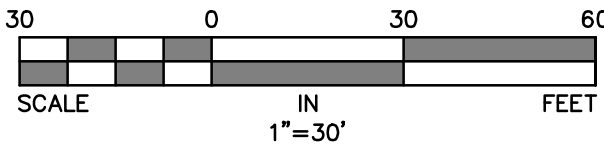
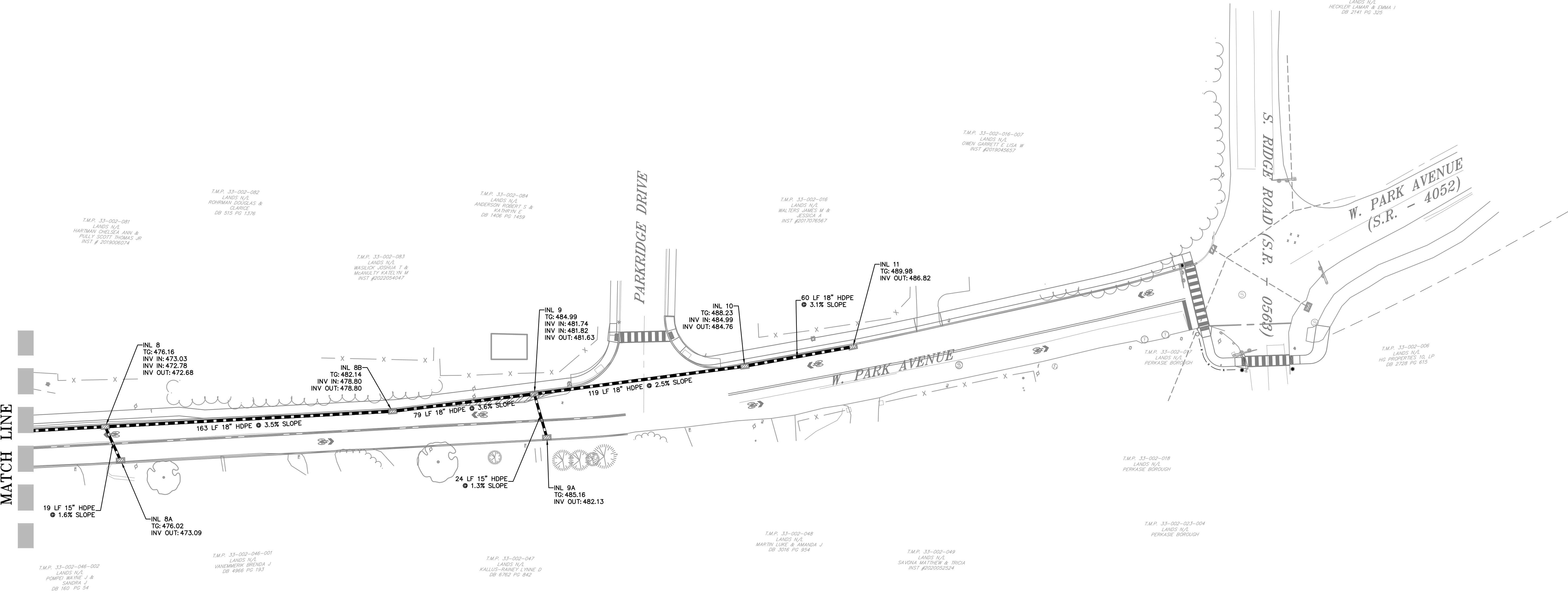


LOCATION MAP



SCALE: 1"=1000'

MATCH LINE



REVISIONS		REV.	DESCRIPTION	DATE	BY
PRELIMINARY PLANS					
WEST PARK AVENUE IMPROVEMENTS					
PERKASIE BOROUGH-BUCKS COUNTY, PENNSYLVANIA					
LAYOUT PLAN (2 OF 2)					
GILMORE & ASSOCIATES, INC.					
ENGINEERING & CONSULTING SERVICES					
PROJECT No.: 2021-01199					
OWNERS INFO: PERKASIE BOROUGH, 620 W. CHESTNUT, PERKASIE, PA 18944, (215) 257-5065					
MUNICIPAL FILE No.: N/A					
TAX MAP PARCEL No.: N/A					
TOTAL AREA: N/A					
TOTAL LOTS: N/A					
DATE: 10/28/2024					
SCALE: 1"=30'					
DRAWN BY: BS/TW					
CHECKED BY: DR					
SHEET NO.: 2 OF 2					

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

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C:\MUNICIPAL\2021\2101199-PB_W_Park Avenue Improvements\DESIGN\CAD\Production Drawings\2101199-GRD 2025-09-16.dwg Layout: 1 Grading and Drainage (1 of 2) Plotted By: twallice, on Fri Oct 24, 2025 at 10:10am

LEGEND

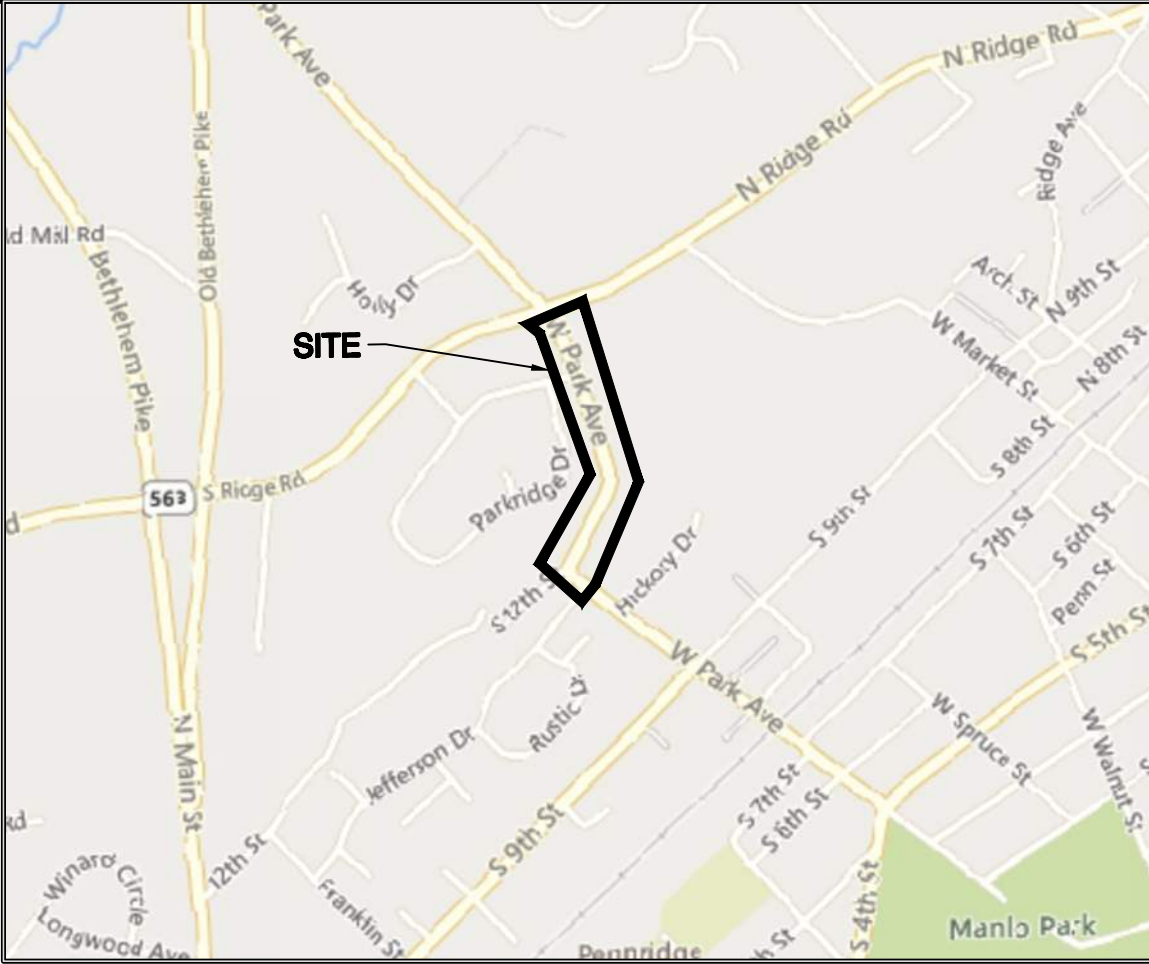
	EXISTING	PROPOSED
CURB		
EDGE OF PAVE		
LEGAL RIGHT-OF-WAY		
PROPERTY LINE		
MAJOR CONTOURS		
MINOR CONTOURS		
SPOT ELEVATION		
FENCE LINE		
TREE LINE		
SANITARY SEWER LINE		
STORM LINE AND INLET		
OVERHEAD ELECTRIC LINE		
UNDERGROUND ELECTRIC LINE		
TELEPHONE LINE		
WATER LINE		
GAS LINE		
STORM MANHOLE		
SANITARY MANHOLE		
GAS VALVE		
WATER METER		
SIGN		
UTILITY POLE		
FIRE HYDRANT		
LIGHT FIXTURE		
CONIFEROUS TREE		
DECIDUOUS SHADE TREE		

GENERAL NOTES:

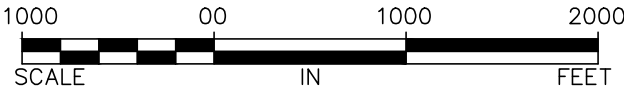
- THIS PLAN IS BASED ON A FIELD SURVEY PERFORMED BY GILMORE & ASSOCIATES, INC. ON AUGUST 6, 2021 AND THE REFERENCED INFORMATION LISTED HEREON. IT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT.
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- HORIZONTAL DATUM IS BASED ON 1983 STATE PLANE COORDINATE SYSTEM ESTABLISHED BY GLOBAL POSITIONING SYSTEM (GPS) WITH OBSERVATIONS REFERENCED TO THE KEYNET-GPS VIRTUAL REFERENCE STATION SYSTEM (TOPCON TOPSURV GPS BASE STATION NETWORK).
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- PRELIMINARY DESIGN INCLUDES THE RELOCATION OF EXISTING UTILITY POLES. FINAL DESIGN MAY INCLUDE RELOCATION OF OVERHEAD WIRES TO UNDERGROUND ELECTRIC.

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- DEEDS AS NOTED



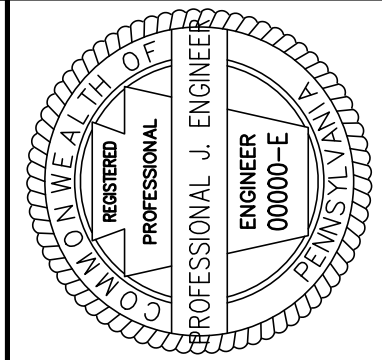
LOCATION MAP



SCALE: 1"=1000'

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
66 EAST BUTLER AVENUE, SUITE 100, NEW BRUNSWICK, NJ 07102 (732) 946-4300 • www.gilmore-inc.com

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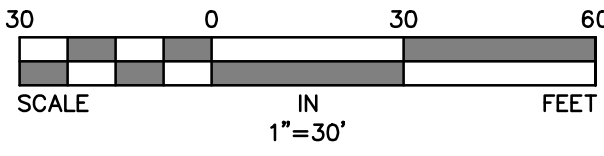
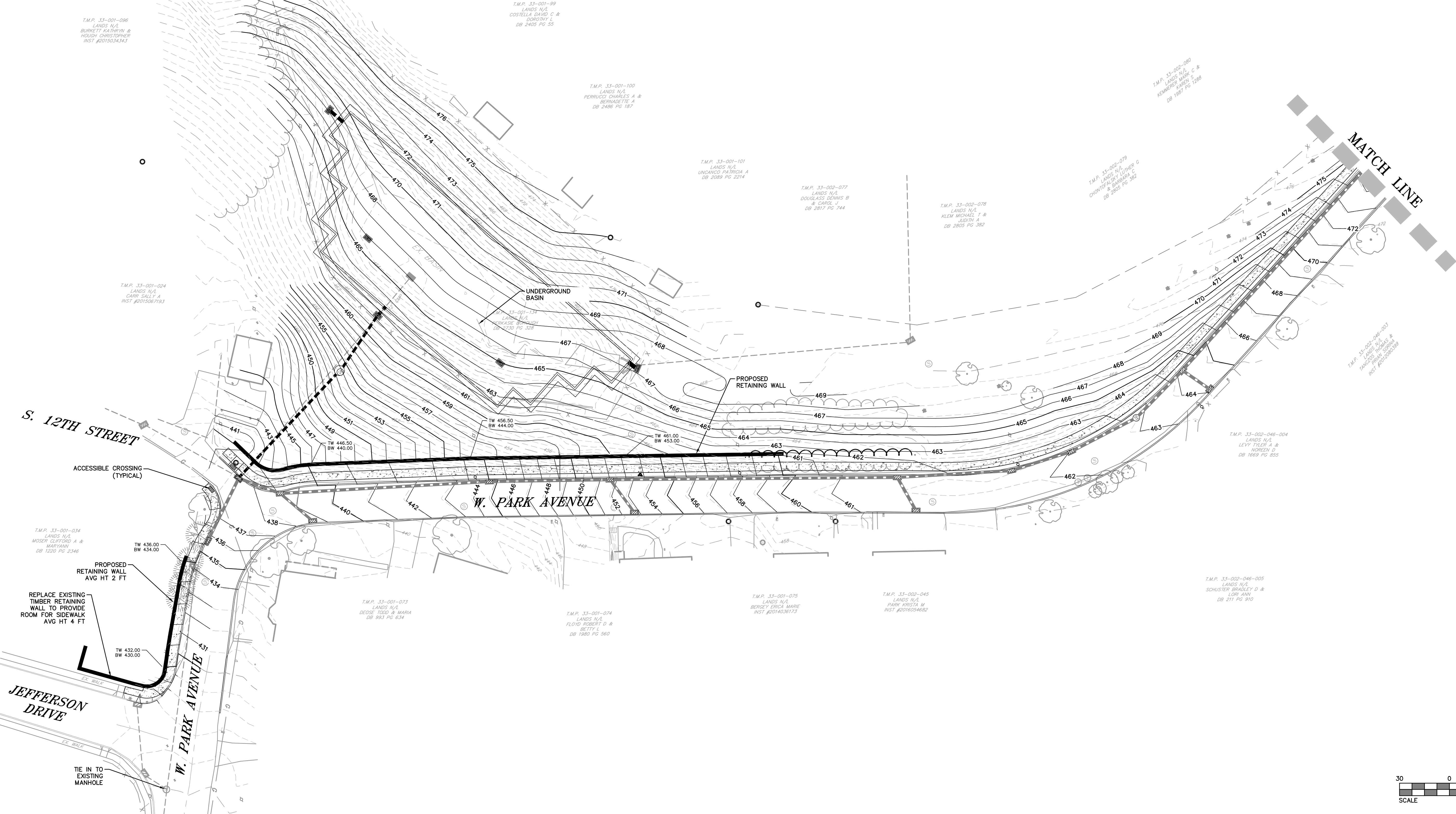


DATE: ##/##/21

REV.	DESCRIPTION	DATE	BY

PRELIMINARY PLANS
WEST PARK AVENUE IMPROVEMENTS
PERKASIE, BOROUGH-BUCKS COUNTY, PENNSYLVANIA
GRADING AND DRAINAGE (1 OF 2)

GILMORE & ASSOCIATES, INC. ENGINEERING & CONSULTING SERVICES
PROJECT No.: 2021-01199
OWNERS INFO: PERKASIE BOROUGH 620 W. CHESTNUT PERKASIE, PA 18944 (215) 257-5065
MUNICIPAL FILE No.: N/A
TAX MAP PARCEL No.: N/A
TOTAL AREA: N/A
TOTAL LOTS: N/A
DATE: 10/28/2024
SCALE: 1"=30'
DRAWN BY: BS/TW
CHECKED BY: DR
SHEET NO.: 1 OF 2



SCALE: 1"=30'

C:\MUNICIPAL\2021\2101199-PB_W_Park Avenue Improvements\DESIGN\CAD\Production Drawings\2101199 GRD 2025-09-16.dwg Layout: 2 Grading and Drainage (2 of 2) Plotted By: twlisse, on Fri Oct 24, 2025 at 10:10am

LEGEND

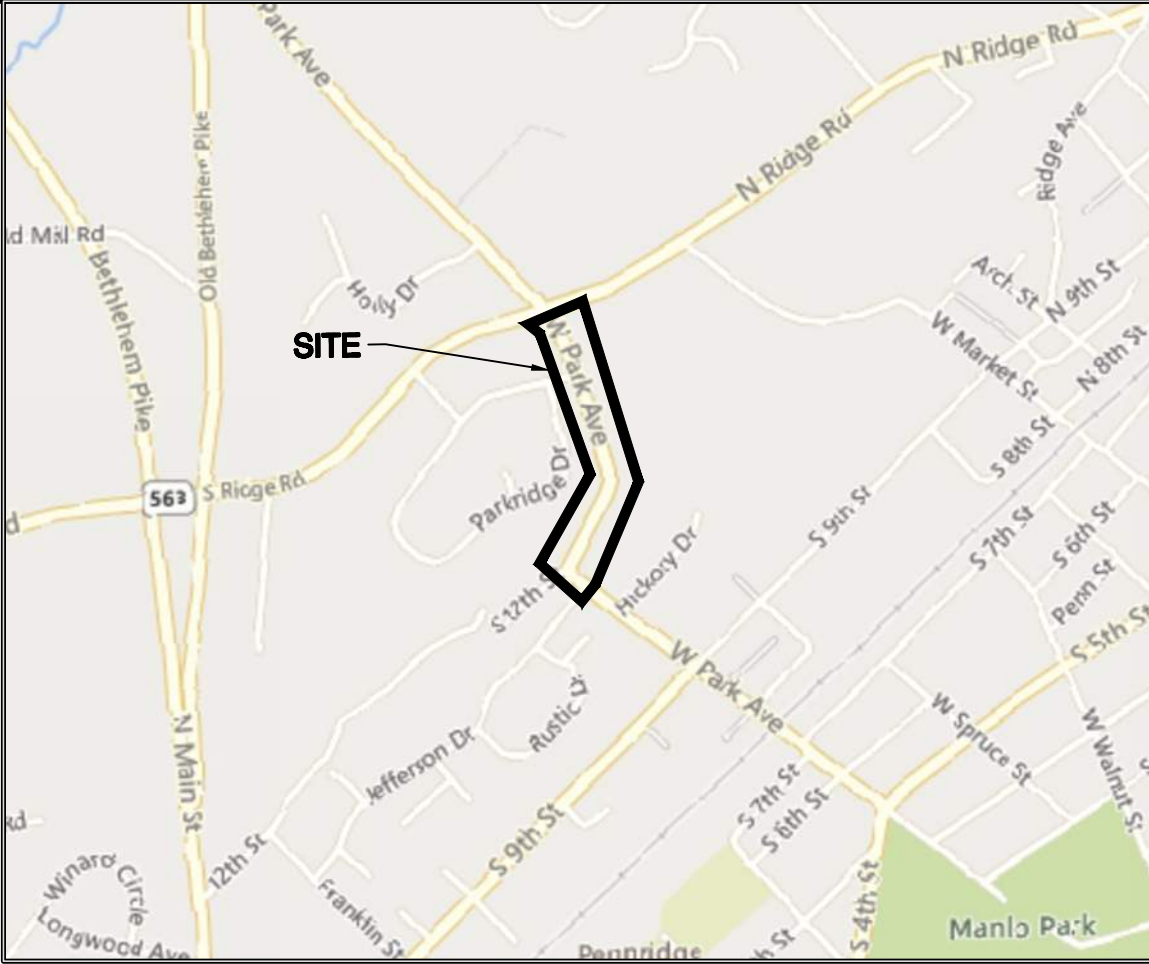
	EXISTING	PROPOSED
CURB		
EDGE OF PAVE		
LEGAL RIGHT-OF-WAY		
PROPERTY LINE		
MAJOR CONTOURS		
MINOR CONTOURS		
SPOT ELEVATION		
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GAS VALVE		
WATER METER		
SIGN		
UTILITY POLE		
FIRE HYDRANT		
LIGHT FIXTURE		
CONIFEROUS TREE		
DECIDUOUS SHADE TREE		
PROPOSED WIDENING/ OVERLAY		

GENERAL NOTES:

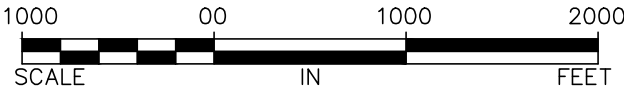
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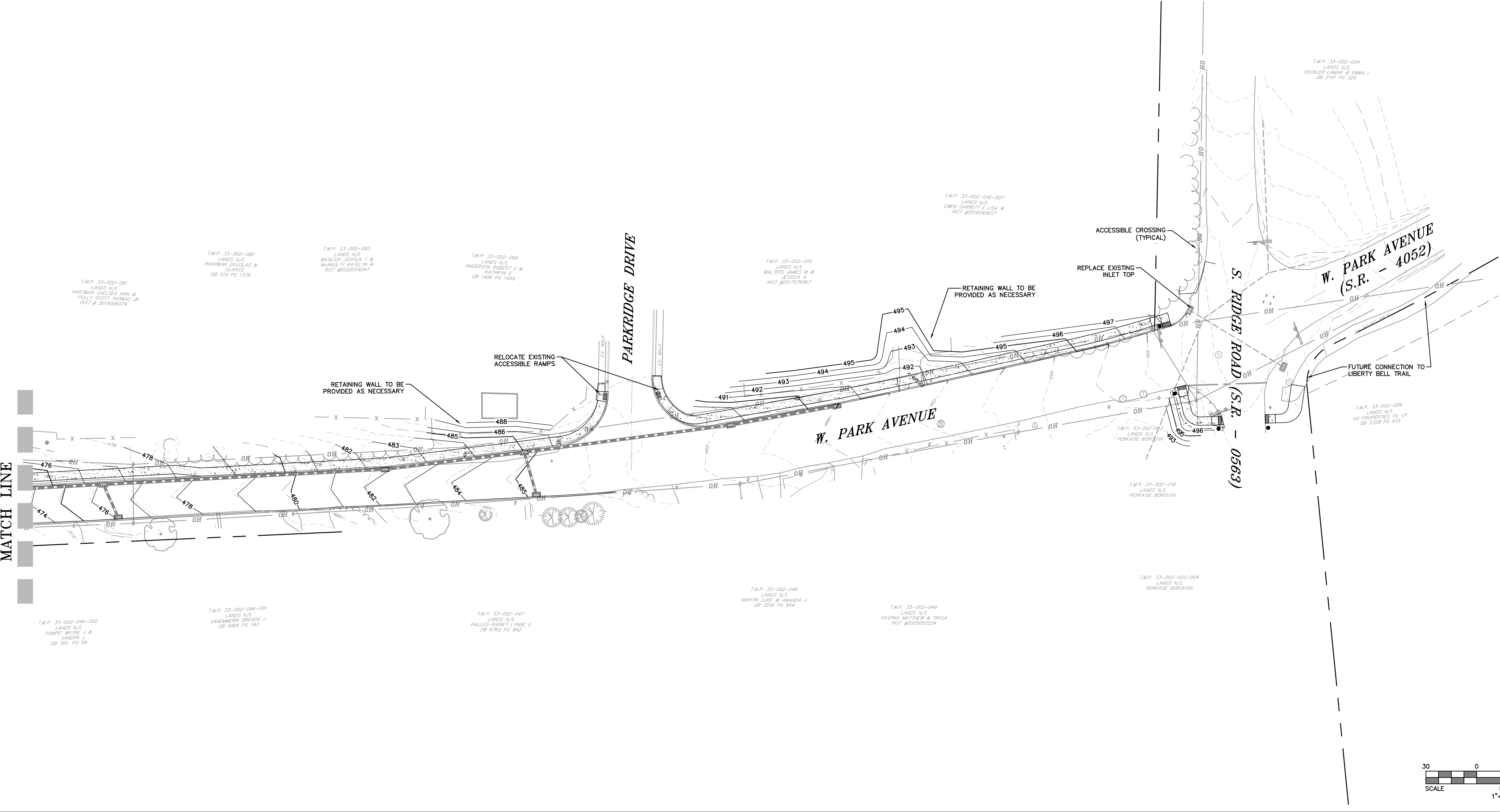


LOCATION MAP



SCALE: 1"=1000'

MATCH LINE





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NOT APPROVED FOR CONSTRUCTION

REV.	DESCRIPTION	DATE	BY

PRELIMINARY PLANS

WEST PARK AVENUE IMPROVEMENTS

PERKASIE BOROUGH, BUCKS COUNTY, PENNSYLVANIA

GRADING AND DRAINAGE (2 OF 2)



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

PROJECT No.: 2021-01199

OWNERS INFO:
PERKASIE BOROUGH
620 W. CHESTNUT
PERKASIE, PA 19044
(215) 257-5065

MUNICIPAL FILE No.: N/A

TAX MAP PARCEL No.: N/A

TOTAL AREA: N/A

DATE: 10/28/2024

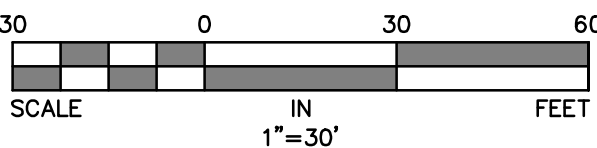
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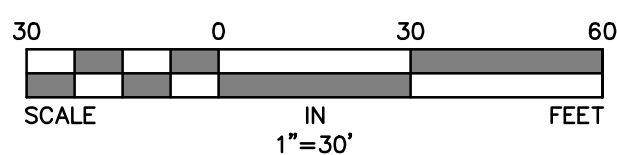
SHEET NO.: 2 OF 2

TOTAL LOTS: N/A

SCALE: 1"=30'

CHECKED BY: DR





Borough of Perkasio

Calendar Year 2025



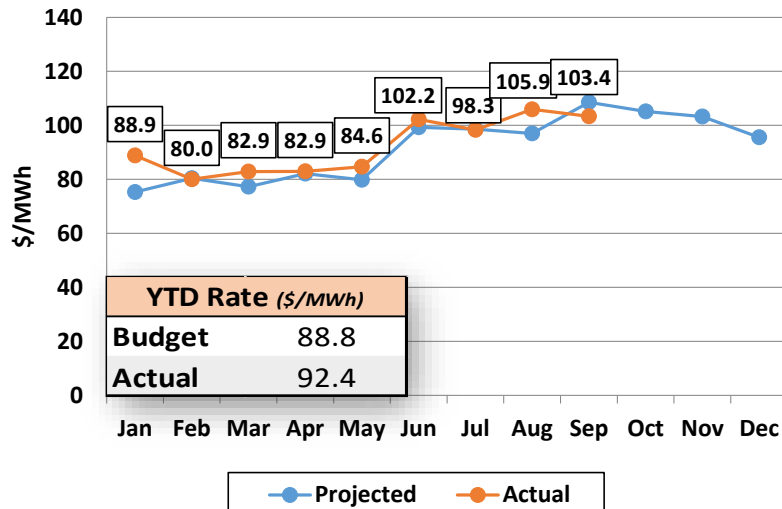
Wholesale Power Cost Summary
September 2025



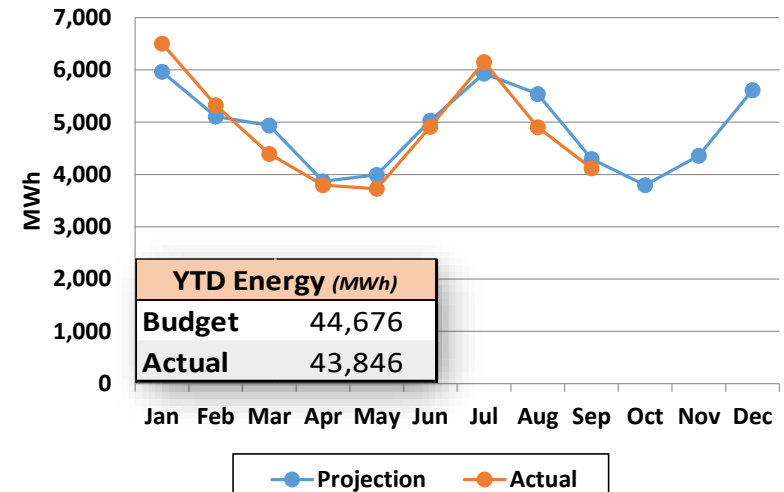


2025 Year to Date Wholesale Power Summary

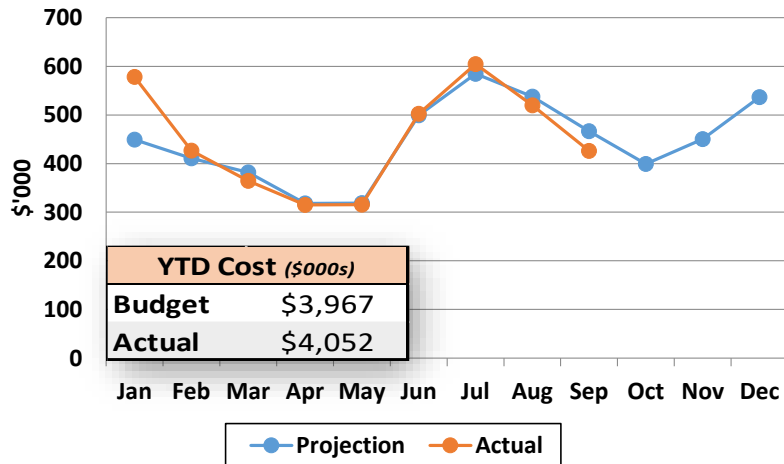
All-in Wholesale Power Rate



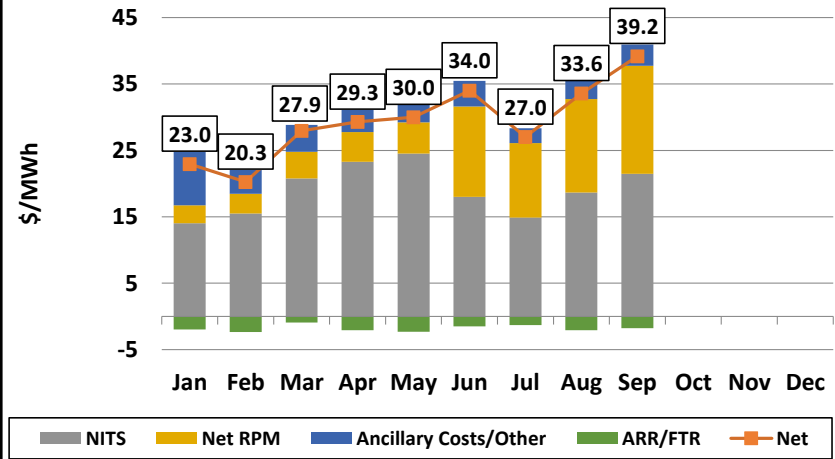
Total Energy Requirements



All-in Wholesale Power Cost



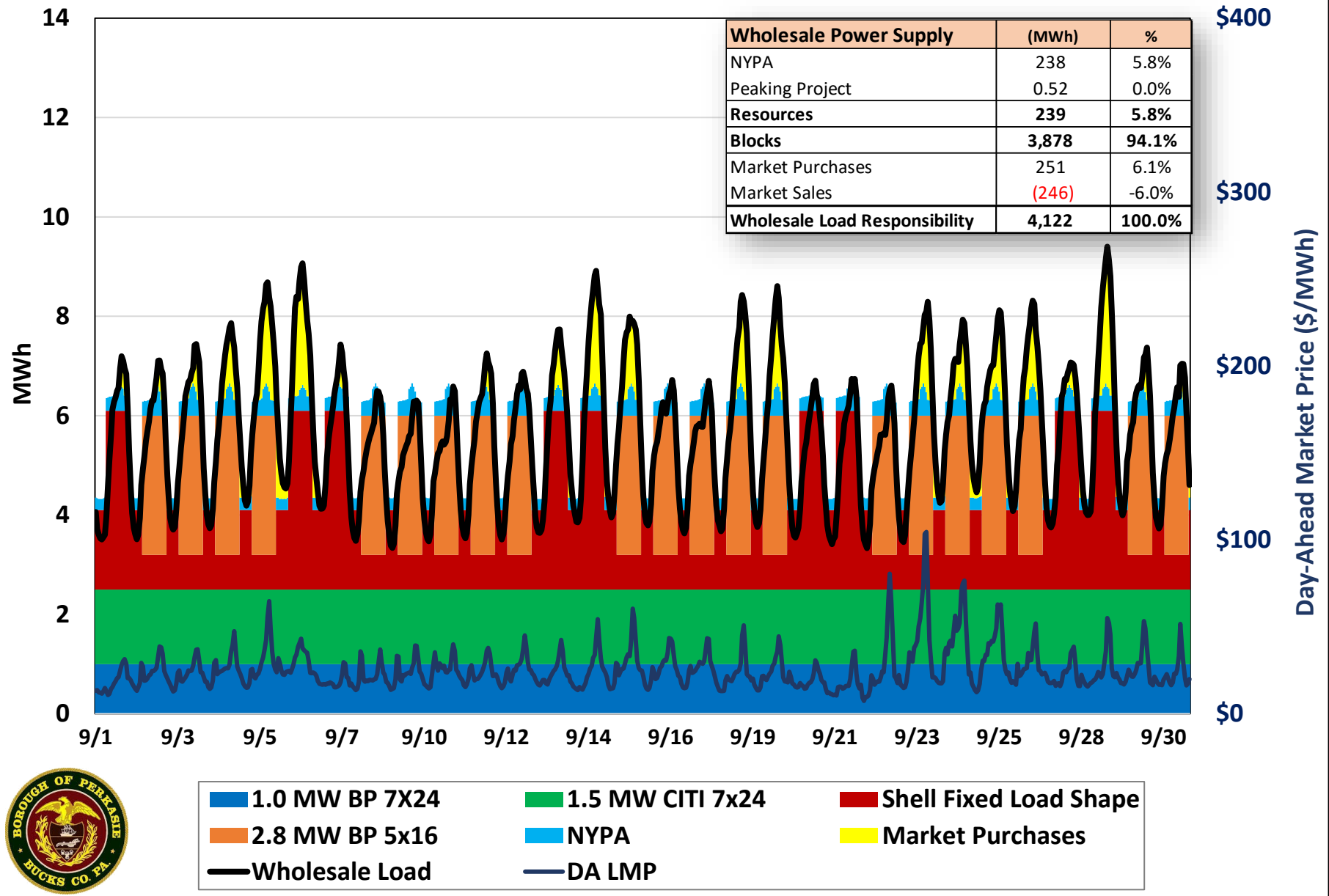
PJM Rates



1/ Excludes PJM Market Interaction Costs

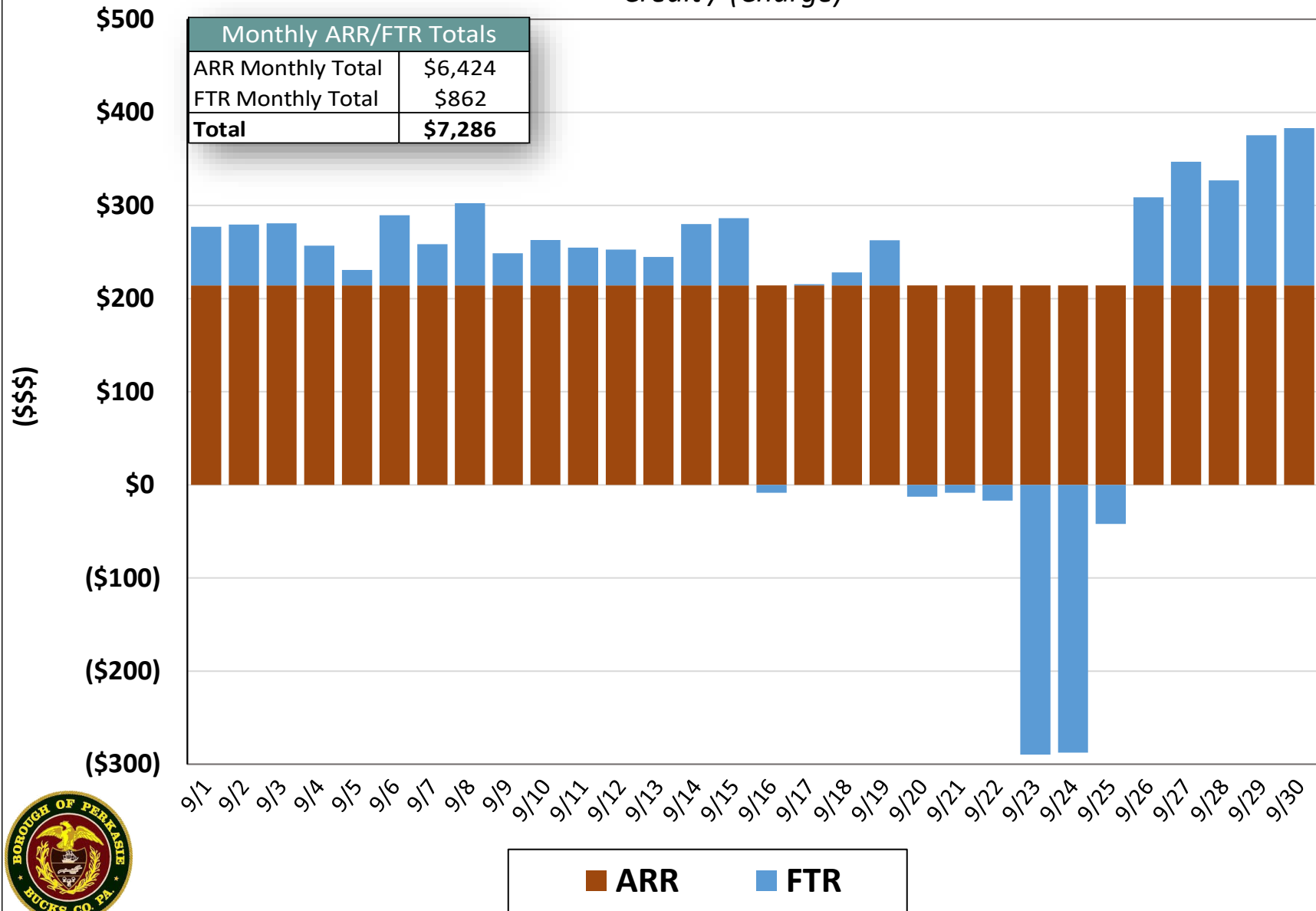
2/ Net RPM is capacity load costs less capacity generation credits

Hourly Perkasio Load Wholesale Power Supply



ARR/FTR Settlements

Credit / (Charge)



Borough of Perkasi



2025 Year to Date Summary

All-In Rate Summary

	Resource Cost ¹		Purchased Blocks ¹		Market Purchases ¹		Market Sales ¹		Total Energy Cost		PJM Cost ²		Miscellaneous Costs ³		All-In Rate ⁴		Delta
	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	
	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)	(\$/MWh)
Jan-25	\$170.61	\$162.54	\$47.74	\$51.66	\$67.22	\$112.54	\$41.30	\$26.13	\$54.65	\$64.44	\$19.14	\$22.96	\$1.53	\$1.46	\$75.33	\$88.86	13.53
Feb-25	\$193.15	\$156.21	\$47.52	\$50.35	\$64.65	\$63.15	\$31.79	\$26.77	\$56.78	\$58.36	\$22.07	\$20.26	\$1.56	\$1.43	\$80.40	\$80.05	(0.35)
Mar-25	\$178.21	\$129.58	\$44.70	\$44.72	\$50.09	\$51.60	\$29.86	\$31.17	\$52.99	\$53.32	\$22.75	\$27.94	\$1.56	\$1.62	\$77.30	\$82.88	5.59
Apr-25	\$184.00	\$181.78	\$41.47	\$40.70	\$43.37	\$50.30	\$26.72	\$27.25	\$51.99	\$51.97	\$28.54	\$29.29	\$1.61	\$1.69	\$82.14	\$82.95	0.81
May-25	\$181.38	\$166.93	\$39.83	\$40.59	\$48.02	\$43.97	\$24.55	\$25.38	\$50.55	\$52.54	\$27.73	\$30.01	\$1.60	\$2.10	\$79.88	\$84.65	4.76
Jun-25	\$286.74	\$309.02	\$44.57	\$46.67	\$54.90	\$36.08	\$27.32	\$20.54	\$62.56	\$66.70	\$35.13	\$34.00	\$1.57	\$1.52	\$99.25	\$102.23	2.97
Jul-25	\$282.61	\$285.18	\$49.16	\$50.26	\$98.36	\$96.76	\$32.25	\$33.61	\$66.99	\$69.94	\$30.08	\$27.03	\$1.54	\$1.35	\$98.61	\$98.32	(0.29)
Aug-25	\$276.98	\$285.65	\$47.09	\$50.70	\$65.93	\$66.43	\$38.76	\$23.26	\$63.39	\$70.84	\$32.07	\$33.59	\$1.55	\$1.51	\$97.01	\$105.95	8.94
Sep-25	\$353.16	\$347.07	\$46.41	\$43.62	\$56.72	\$38.31	\$32.17	\$19.46	\$66.13	\$62.30	\$40.82	\$39.18	\$1.59	\$1.87	\$108.55	\$103.35	(5.20)
Oct-25	\$307.95	-	\$36.32	-	\$57.36	-	\$28.56	-	\$57.52	-	\$45.98	-	\$1.61	-	\$105.12	-	
Nov-25	\$318.90	-	\$42.78	-	\$56.50	-	\$29.73	-	\$61.41	-	\$40.27	-	\$1.58	-	\$103.26	-	
Dec-25	\$306.79	-	\$48.53	-	\$58.23	-	\$33.51	-	\$62.41	-	\$31.67	-	\$1.54	-	\$95.61	-	
YTD	\$260.19	\$239.36	\$45.81	\$47.26	\$62.07	\$69.72	\$33.35	\$25.76	\$58.83	\$62.04	\$28.40	\$28.80	\$0.02	\$1.58	\$88.79	\$92.42	\$3.63

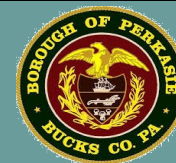
1/ Resource, Purchased Blocks and Market Purchase/Sales include applicable Congestion and Losses costs. Each of these categories are weighted by their applicable energy amounts.

2/ Includes NITS Charge, Net RPM Cost, Ancillary Services Cost and ARR/FTRs Credits, Other Transmission Charges, Admin Fees and Load Reconciliation

3/ Includes AMP Service Fees

4/ All-In Rate is based on Total Sales

Borough of Perkasi



2025 Year to Date Summary

Energy Supply Summary (MWh)

	NYPA			Market Purchases		Market Sales	
	Projected	Actual	Capacity Factor ¹	Projected	Actual	Projected	Actual
	(MWh)	(MWh)	(%)	(MWh)	(MWh)	(MWh)	(MWh)
Jan-25	276	343	82%	294	639	(243)	(139)
Feb-25	250	297	79%	435	541	(218)	(157)
Mar-25	277	339	81%	288	115	(163)	(591)
Apr-25	267	267	66%	210	207	(149)	(228)
May-25	277	317	76%	255	107	(100)	(260)
Jun-25	246	286	71%	472	551	(187)	(492)
Jul-25	247	295	71%	374	448	(419)	(402)
Aug-25	254	282	68%	275	187	(529)	(1,076)
Sep-25	240	238	59%	551	251	(373)	(246)
Oct-25	277	-	0%	192	-	(165)	-
Nov-25	268	-	0%	263	-	(284)	-
Dec-25	276	-	0%	331	-	(225)	-
YTD	2,335	2,663	73%	3,152	3,046	(2,382)	(3,590)

1/ The Capacity Factor is based on the actual generation.

Borough of Perkasio



2025 Year to Date Summary

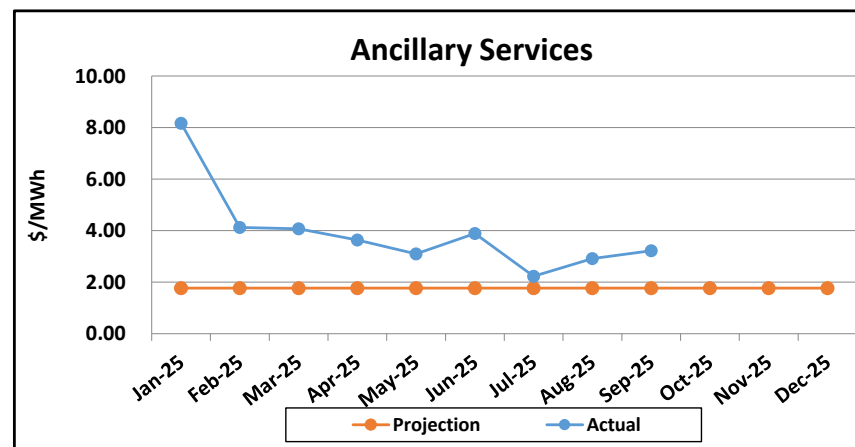
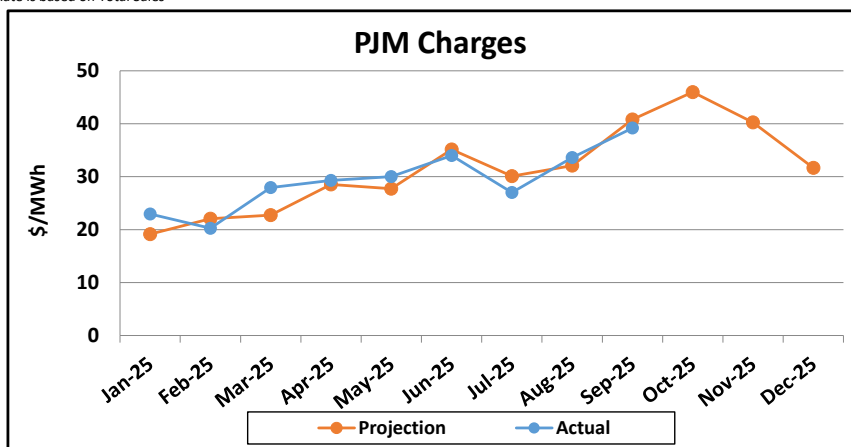
PJM Charge Summary (excl. PJM Market Interaction Costs)

	NITS		Net RPM ¹		ARR/FTR		Ancillary Services/Other ²		Total		Contribution to All-In Rate ³		Delta
	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	Projected	Actual	
	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(\$/MWh)	(\$/MWh)
Jan-25	87	91	17	18	-	(13)	11	53	114	149	\$19.14	\$22.96	\$3.81
Feb-25	87	82	17	16	-	(12)	9	22	113	108	\$22.07	\$20.26	(\$1.81)
Mar-25	87	91	17	18	-	(4)	9	18	112	123	\$22.75	\$27.94	\$5.19
Apr-25	87	88	17	17	-	(8)	7	14	111	111	\$28.54	\$29.29	\$0.75
May-25	87	91	17	18	-	(9)	7	12	111	112	\$27.73	\$30.01	\$2.27
Jun-25	87	89	81	67	-	(7)	9	19	177	167	\$35.13	\$34.00	(\$1.12)
Jul-25	87	91	81	69	-	(8)	10	14	178	166	\$30.08	\$27.03	(\$3.05)
Aug-25	87	91	81	69	-	(10)	10	14	178	165	\$32.07	\$33.59	\$1.52
Sep-25	87	89	81	67	-	(7)	8	13	175	161	\$40.82	\$39.18	(\$1.64)
Oct-25	87	-	81	-	-	-	7	-	175	-	\$45.98	-	-
Nov-25	87	-	81	-	-	-	8	-	176	-	\$40.27	-	-
Dec-25	87	-	81	-	-	-	10	-	178	-	\$31.67	-	-
YTD	784	805	406	358	0	(78)	79	179	1,269	1,263	28.40	28.80	0.40

1/ Net RPM is the RPM Cost less the Generator's RPM Credits.

2/ Ancillary services/Other also includes: Admin fees, Load Reconciliation and Other Transmission Charges

3/ The Rate is based on Total Sales



Borough of Perkasio



September 2025

	Projected			Actual			Delta		
	Billing Unit	Rate	Total Cost / (Credit)	Billing Unit	Rate	Total Cost / (Credit)	Billing Unit	Rate	Total Cost / (Credit)
	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)
Invoice Summary¹									
1. AMP	4,298	\$63.25	\$271,861	4,122	\$63.00	\$259,685	(176.19)	(\$0.25)	(\$12,176)
(a) NYPA	240	\$29.16	\$7,014	238	\$25.75	\$6,131	(2.45)	(\$3.41)	(\$883)
(b) PA Peaking Project	0	\$0.00	\$77,922	0.5	-	\$76,671	0.52	-	(\$1,251)
(c) Purchased Blocks	3,880	\$46.41	\$180,087	3,878	\$43.62	\$169,176	(1.60)	(\$2.79)	(\$10,911)
(d) Miscellaneous Costs ²	4,298	\$1.59	\$6,839	4,122	\$1.87	\$7,707	(176.19)	\$0.28	\$868
2. PJM	4,298	\$45.30	\$194,687	4,122	\$40.35	\$166,325	(176.19)	(\$4.94)	(\$28,363)
(a) Market Purchases	551	\$56.72	\$31,229	251	\$38.31	\$9,617	(299.59)	(\$18.41)	(\$21,612)
(b) Market Sales	(373)	\$32.17	(\$12,001)	(246)	\$19.46	(\$4,789)	126.92	(\$12.71)	\$7,212
(c) Charges/(Credits) ³	4,298	\$40.82	\$175,459	4,122	\$39.18	\$161,496	(176.19)	(\$1.64)	(\$13,963)
3. Total Wholesale Power Costs⁴:	4,298	\$108.55	\$466,548	4,122	\$103.35	\$426,009	(176)	(\$5.20)	(\$40,539)
1/ Resource, Purchased Blocks and Market Purchase/Sales includes Congestion and Losses costs. 2/ Miscellaneous Costs incl. AMP Service Fees 3/ Includes Net RPM (RPM Charges and RPM Credits) for each Resource 4/ Based on Total Sales									

Borough of Perkasio



September 2025

	Projection			Actual			Delta		
	Billing Unit	Rate	Total Cost / (Credit)	Billing Unit	Rate	Total Cost / (Credit)	Billing Unit	Rate	Total Cost / (Credit)
	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)
AMP									
Resources									
1. NYPA									
2. Fixed Charge	0.6	\$4.13	\$2,309	0.6	\$4.05	\$2,267	0	(0.08)	(\$42)
3. Energy Charge	240	\$19.58	\$4,709	238	\$5.68	\$1,351	(2)	(13.90)	(\$3,358)
4. Other Adjustments			\$0			\$0	0	0.00	\$0
5. Congestion & Losses	240	(\$0.02)	(\$4)	238	\$10.56	\$2,513	(2)	10.57	\$2,517
6. All in Cost	240	\$29.16	\$7,014	238	\$25.75	\$6,131	(2)	(3.41)	(\$883)
7. PA Peaking Project									
8. Fixed Charge	4.8	\$0.00	\$0	4.3	\$0.00	\$0	(0)	0.00	\$0
9. Energy Charge	0	\$0.00	\$0	0.5	\$315.73	\$164	1	315.73	\$164
10. Congestion & Losses	0	\$0.00	\$0	0.5	\$0.00	\$0	1	0.00	\$0
11. Other Adjustments	4.8	\$16.23	\$77,922	4.3	\$17.71	\$76,507	(0)	1.48	(\$1,414)
12. All in Cost (\$/kW-mo)	4.8	\$16.23	\$77,922	4.3	\$17.75	\$76,671	(0)	1.51	(\$1,251)
13. Total - Resources	240	\$353.16	\$84,935	239	\$347.07	\$82,801	(2)	(6.09)	(\$2,134)
Purchased Blocks									
14. BP 1.0 MW 7x24 (PPL)									
15. Energy Charge	720	\$34.71	\$24,991	720	\$34.71	\$24,991	0	0.00	\$0
16. Congestion & Losses	720	\$2.59	\$1,868	720	\$0.29	\$208	0	(2.31)	(\$1,660)
17. All in Cost	720	\$37.30	\$26,859	720	\$35.00	\$25,199	0	(2.31)	(\$1,660)
18. BP 2.8 MW 5x16 (PPL)									
19. Energy Charge	896	\$40.91	\$36,655	941	\$40.91	\$38,488	45	0.00	\$1,833
20. Congestion & Losses	896	\$4.11	\$3,682	941	(\$0.65)	(\$614)	45	(4.76)	(\$4,297)
21. All in Cost	896	\$45.02	\$40,338	941	\$40.26	\$37,874	45	(4.76)	(\$2,464)
22. Shell Fixed Load Shape 2x16 (PPL)									
23. Energy Charge	576	\$64.85	\$37,354	518	\$64.85	\$33,618	(58)	0.00	(\$3,735)
24. Congestion & Losses	576	\$0.89	\$510	518	\$0.64	\$332	(58)	(0.24)	(\$178)
25. All in Cost	576	\$65.74	\$37,864	518	\$65.49	\$33,950	(58)	(0.24)	(\$3,913)
26. Shell Fixed Load Shape 5x16 (PPL)									
27. Energy Charge	224	\$64.85	\$14,526	235	\$64.85	\$15,253	11	0.00	\$726
28. Congestion & Losses	224	\$4.11	\$921	235	(\$0.65)	(\$154)	11	(4.76)	(\$1,074)
29. All in Cost	224	\$68.96	\$15,447	235	\$64.20	\$15,099	11	(4.76)	(\$348)
30. Shell Fixed Load Shape 7x8 (PPL)									
31. Energy Charge	384	\$64.85	\$24,902	384	\$64.85	\$24,870	0	0.00	(\$32)
32. Congestion & Losses	384	\$0.89	\$340	384	\$1.40	\$536	0	0.51	\$196
33. All in Cost	384	\$65.74	\$25,242	384	\$66.16	\$25,406	0	0.43	\$163
34. CITI 1.5 MW 7x24 (PPL Resid)									
35. Energy Charge	1,080	\$29.20	\$31,536	1,080	\$29.20	\$31,536	0	0.00	\$0
36. Congestion & Losses	1,080	\$2.59	\$2,802	1,080	\$0.10	\$112	0	(2.49)	(\$2,689)
37. All in Cost	1,080	\$31.79	\$34,338	1,080	\$29.30	\$31,648	0	(2.49)	(\$2,689)
38. Total - Purchased Blocks	3,880	\$46.41	\$180,087	3,878	\$43.62	\$169,176	(2)	(2.79)	(\$10,911)

Borough of Perkasio



September 2025

		Projection			Actual			Delta		
		Billing Unit	Rate	Total Cost / (Credit)	Billing Unit	Rate	Total Cost / (Credit)	Billing Unit	Rate	Total Cost / (Credit)
		(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)	(MWh)/(MW)	(\$/MWh) / (\$/kW-mo)	(\$)
Miscellaneous Costs										
39.	AMP Fees	4,298	\$1.59	\$6,839	4,122	\$1.87	\$7,707	(176)	0.28	\$868
40.	Adjustment for Pool Power			\$0			\$0	0	0.00	\$0
41.	Total - Miscellaneous Costs	4,298	\$1.59	\$6,839	4,122	\$1.87	\$7,707	(176)	0.28	\$868
42.	Total - AMP			\$271,861			\$259,685	0	0.00	(\$12,176)
PJM Charges										
43.	Market Interaction									
44.	Net Market Purchases	551	\$56.72	\$31,229	251	\$38.31	\$9,617	(300)	(\$18.41)	(\$21,612)
45.	Day-Ahead Purchases				251	\$36.92	\$9,257	251	\$36.92	\$9,257
46.	Balancing Purchases				77	\$31.97	\$2,461	77	\$31.97	\$2,461
47.	Net Market Sales	(373)	\$32.17	(\$12,001)	(246)	\$19.46	(\$4,789)	127	(\$12.71)	\$7,212
48.	Day-Ahead Sales				(248)	\$19.48	(\$4,823)	(248)	\$19.48	(\$4,823)
49.	Balancing Sales				(75)	\$27.51	(\$2,067)	(75)	\$27.51	(\$2,067)
50.	NITS	14	\$6.07	\$87,125	10	\$8.94	\$88,513	(4)	\$2.87	\$1,387
51.	Other Transmission Charges	14	\$0.00	\$0	10	\$0.83	\$8,260	(4)	\$0.83	\$8,260
52.	RPM Capacity									
53.	RPM Charge	16	\$5.50	\$85,316	9	\$8.13	\$71,847	(6)	\$2.64	(\$13,469)
54.	RPM Credit			(\$4,589)			(\$4,859)			(\$269)
55.	Net RPM			\$80,726			\$66,988			(\$13,738)
56.	Ancillary	4,298	\$1.77	\$7,608	4,122	\$0.74	\$3,035	(176)	(\$1.03)	(\$4,572)
57.	ARR/FTR Credits	4,298	\$0.00	\$0	4,122	(\$1.77)	(\$7,286)	(176)	(\$1.77)	(\$7,286)
58.	Administration Charges	4,298	\$0.00	\$0	4,122	\$0.48	\$1,985	(176)	\$0.48	\$1,985
59.	True-Up Load Reconciliation			\$0			\$0			\$0
60.	Total PJM Charges	4,298	\$45.30	\$194,687	4,122	\$40.35	\$166,325	(176)	(\$4.94)	(\$28,363)



Borough of Perkasio

Park EVENT Application 2025

RECEIVED
OCT 20 2025

Contact Information

BOROUGH OF PERKASIE

Name: Ryan Beltz

Organization: Perkiomen Watershed Conservancy

Address: 1 Skippack Pike

City: Schwenksville

State: PA

Zip: 19473

Email: rbeltz@perkiomenwatershed.org

Cell Phone: 6106189057

Tax Exempt Organization?

☒ Yes ☐ No

EIN: 23-6420112

Phone: 6106189057

Purpose of Application:

Large personal gathering such as birthday party, shower, etc with over 200 attendees

Event such as a festival, party, etc through an organization - will require an event fee plus facility fee

☒ 5k through the park system - must include map of route

Notes Regarding Application Process:

Requests required 45 days prior to reservation or event

All reservations and events with 75 or more attendees require Council Approval

Requests for additional services does not guarantee services can be provided

All reservations require a Certificate of Insurance evidencing \$1,000,000 in Comprehensive General Liability Insurance and naming Perkasio Borough as Certificate Holder

To be filled out by Staff Only:

Fees due at time of application:

Public gatherings at Park and Pavilions and Event Base Fees

\$ Park and Pavilion Fee
\$ Electric Key Deposit
\$ 50.00 Event Permit Base Fee
\$ 50.00 Total Due

\$ Total Paid
Staff Initials

Fees due upon Borough Staff/Council Approval:

Additional fees associated with Events

\$ Additional Date Fee
\$ Road Closure fee
\$ Electric Fee
\$ Trash collection fee
\$ Police or Fire Police fee
\$ Park and Pavilion Fee
\$ Electric Key Deposit
\$ No Parking Signs
\$ Total Due
\$ Total Paid
Staff Initials

Distribution:



Police Dept.

☐ EMS

☒ Electric Dept.

☒ Parks & Rec Dept.



Fire Dept.

☐ Fire Police

☒ Public Works Dept.

☐ Other: _____

Event Information

Name of the Event: Freeze Up 5k; 7th Year

Description of the Event: Run along Spruce Street, cross Constitution, loop through Lenape Park and return.

Date of Event: 12/7/2025 Additional Dates: Estimated Attendance: 150

Time of Event**: 10 am Start Time for Set up: 8 am End time of Tear Down: 12 pm

Location of the Event (5ks require map of route to be submitted):
Lenape Park and Spruce Street - Course Map Attached

Facility Requested and Fees for a 4 hour flexible time period:

	Pavilion	Located in	Resident	Non Res	Non Profit
☐	Rotary*	Lenape	\$ 65	\$ 95	\$ 45
☐	Skate Park*	Lenape	\$ 65	\$ 95	\$ 45
☐	Kulp	Kulp	\$ 55	\$ 80	\$ 40
☐	Lions*	Menlo	\$ 80	\$ 105	\$ 55

	Park Area	Located in	Resident	Non Res	Non Profit
☐	Twin Bridges	Lenape	\$ 80	\$ 105	\$ 55

*Electric available at these locations only

** Fees are for a four hour flexible time period including set up and tear down time. Renters may purchase additional four hour time periods.

Other Borough Services Requested:

Police or Fire Police: ☐ Yes ☒ No

Trash Collection: ☐ Yes ☒ No

Use of Electric: ☐ Yes ☒ No

Any other Special Requests: None — WILL SUPPLY OWN CROSSING GUARD

Services Offered at Event:

Musicians/Entertainment: ☐ Yes ☒ No

As a reminder: Borough Ordinance prohibits commercial activities/vendors/fundraising in Borough Parks

All Fees:

* \$ 50 Non-Profit Base permit fee
* \$ 100 For Profit Base permit fee
\$ 10 per additional date fee

Hourly rates in Fee Schedule

\$ - Road Closure fee (1-2 hours)
\$ - Per Hour Electric Fee
\$ - Trash collection fee (1-2 hours)
\$ - Police or Fire Police fee (time worked)
\$ 2.25 No Parking Signs (each)

*Fee due at time of application

** Any parking restrictions and road closures require No Parking Signs to be hung by event organizer two days prior. Number of signs required vary on event and must be picked up and paid for at Borough Hall.

Waiver and Insurance Requirements

Indemnification

To the fullest extent permitted by law, the Applicant agrees to defend, indemnify, pay on behalf of, and save harmless the Borough of Perkasio, its elected and appointed officials, agents, employees, and authorized volunteers against any and all claims, liability, demands, suits or loss, including attorneys' fees and all other costs connected therewith, arising out of or connected to the Applicant's use or occupancy of the premises of the Borough.

Insurance

ALL RESERVATIONS require a Certificate of Insurance, naming Perkasio Borough as Certificate Holder, evidencing \$1,000,000 in Comprehensive General Liability Insurance and must be received no later than 2 weeks prior to the event. The Borough holds the right to cancel a reservation with no refund if the required paperwork is not provided.

Waiver of Subrogation

Such waiver shall apply regardless of the cause of origin of the loss or damage, including the negligence of the Borough and its elected and appointed officials, officers, volunteers, consultants, agents and employees. The Applicant shall advise its insurers of the foregoing and such waiver shall be provided under the Applicant's commercial property and liability insurance policies and the Applicant's workers compensation insurance policy, if any.

Damage to Property of the Applicant and its Invitees

The Applicant and its employees, officials, volunteers, and agents shall be solely responsible for any loss or damage to property of the Applicant or its invitees, employees, officials, volunteers, agents and representatives while such property is on, at or adjacent to the premises of the Borough.

Damage to Borough Property

Applicant assumes full responsibility for taking cognizance of the facility conditions at the time of the program. Applicant will be responsible for all damages resulting to or from use of this property. Upon completion of Applicant's operations, Applicant agrees to leave the property in the same condition as it existed before operations, or pay for and complete restoration of said property within 15 days of the completion of the event.

Park Rules and Regulations (Summary)

- ☐ The undersigned is familiar with all Borough Park Rules
- ☐ The use of alcohol and controlled substances are strictly prohibited within all Borough Parks
- ☐ Smoking is prohibited in all Borough Parks; this includes cigarettes, cigars, pipes, chewing tobacco, vaping, etc
- ☐ Vendors are not permitted in the park except by special permit issued by Borough Council, which shall have

the authority to refuse consent in any instance

- ☐ Open fires or fireworks are prohibited. Grills are available at certain pavilions and open to the public
- ☐ Do not attach decorations by nails, tacks, or staples on pavilion poles, picnic tables. Etc. All decorations and

pavilion, field, park trash must be discarded properly. Large items must be removed and regular trash may be placed inside trash receptacles provided.

- ☐ Perkasio Borough Parks and open dawn to dusk

☐ Perkasio Borough shall not, in any manner or for any cause, be liable or responsible for any injury or damage to persons or property while using the park facilities; all claims for such injury or damage are hereby waived

PLEASE HAVE YOUR PERMIT WITH YOU DURING YOUR EVENT

If you find any problems when you arrive please contact Public Works Department at 215-257-5065

Perkasio Borough Non-Emergency Police can be reached at 215-257-6876

EMERGENCY DIAL 911

Applicant certified that the above information is true and correct, has reviewed and is familiar with insurance requirements and guidelines, and familiar with the rules and regulations of Perkasio Borough as set forth in the Code of Ordinances.

Date of Application: 10/20/2025 By: Ryan Beltz, Executive Director

Signed: _____



APPROVED: This ____ Day of _____, 20____, subject to the following conditions:

Mayor / Borough Manager

COURSE DETAILS

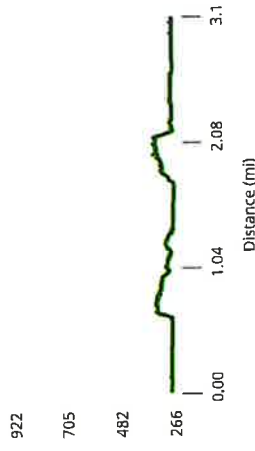
Freeze-Up Course



📍 Driving Directions (<http://maps.google.com?q=40.36414260976017,-75.2889747172594>)

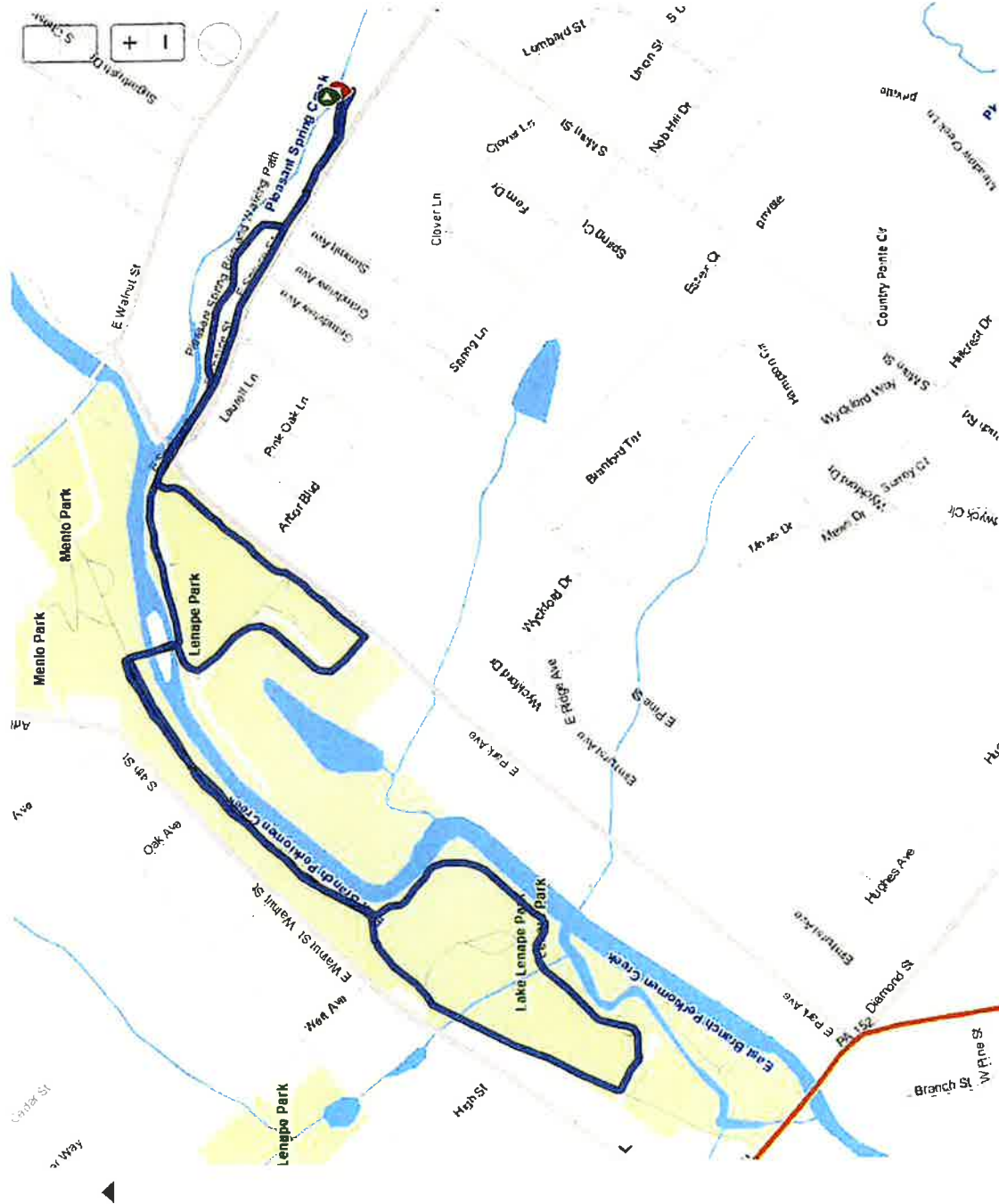
3.11 mi	219 ft	220 ft
Distance	Total Ascent	Total Descent

Elevation Expand



TURN NOTIFICATIONS

This enables notifications for upcoming turns on your wearable device.





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

03/06/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER ANTP LLC, dba Vlahos Dunn Insurance Vlahos Dunn Insurance 1954 E. High St., Suite 3 Pottstown PA 19464	CONTACT NAME: James Vlahos Jr. PHONE (A/C, No, Ext): (610) 326-1010 FAX (A/C, No): (610) 326-1270 E-MAIL ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A: Philadelphia Insurance Cos INSURER B: Selective Ins Co of America INSURER C: INSURER D: INSURER E: INSURER F:
INSURED Perkiomen Watershed Conservancy 1 Skippack Pike Schwenksville PA 19473	NAIC # 18058 12572

COVERAGES**CERTIFICATE NUMBER:** 25-26 PKG.POL. RENEW**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC OTHER:			PHPK2659850-004	03/02/2025	03/02/2026	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMPIOP AGG \$ 2,000,000 \$
A	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☒ SCHEDULED AUTOS ☒ NON-OWNED AUTOS ONLY			PHPK2659850-004	03/02/2025	03/02/2026	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB EXCESS LIAB ☐ OCCUR ☐ CLAIMS-MADE DED \$ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐	N/A	WC 7246134	06/01/2024	06/01/2025	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 100,000 E.L. DISEASE - EA EMPLOYEE \$ 100,000 E.L. DISEASE - POLICY LIMIT \$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

Borough of Perkasio PO Box 96 620 W Chestnut St. Perkasie PA 18944	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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**PERKASIE BOROUGH
RESOLUTION NO. 2025-56**

**A RESOLUTION OF THE PERKASIE BOROUGH COUNCIL
AUTHORIZING THE RELEASE OF THE GRADING PERMIT ESCROW
FOR THE GREEN RIDGE ESTATES - WEST PROJECT AS APPROVED
BY GILMORE & ASSOCIATES, INC., IN THE AMOUNT \$4,264.00 AND
CLOSURE OF THE ACCOUNT, AND AUTHORIZING THE SIGNATURE
OF THE BOROUGH MANAGER ON THE ESCROW RELEASE AND
CLOSE OUT OF ACCOUNT.**

WHEREAS, Green Ridge Estates received approval via Borough Resolution No. 2024-59 of Preliminary as Final Subdivision Plan, which said approval was transferred from Extreme Flippers, LLC to Sal Lapio, Inc. (“Applicant”), to subdivide Bucks County Tax Parcel Nos. 33-001-001 and 12-008-129, so as to subdivide the two parcels into eight (8) lots, with six (6) lots proposed to be located in Perkasio Borough and two (2) lots proposed to be located in East Rockhill Township; and

WHEREAS, the Developer posted a Grading Permit Escrow in the amount of \$4,264.00 with the Borough on October 30, 2024; and

WHEREAS, a Financial Security Agreement dated May 5, 2025, was entered into between the Borough of Perkasio and Sal Lapio, Inc.; and

WHEREAS, upon inspection Gilmore & Associates, Inc., has certified that the grading permit for the placement of a temporary fill stockpile on the site is complete and the Grading Permit Escrow in the amount of \$4,264.00 may be released and closed out.

NOW THEREFORE BE IT RESOLVED by the Council of the Borough of Perkasio, as follows, that the grading permit for the placement of a temporary fill stockpile on the site is complete and the Grading Permit Escrow in the amount of \$4,264.00 may be released to the Applicant, upon confirmation by the Borough that there are no outstanding or forthcoming engineering and legal fees, and closed out.

IT IS FURTHER RESOLVED that the Borough Manager is hereby authorized to sign the Grading Permit Escrow Release and close out of the account.

THIS RESOLUTION WAS DULY ADOPTED by the Borough Council of Perkasio
Borough on the 3rd day of November, 2025.

ATTEST:

BOROUGH OF PERKASIE:

By: _____
Andrea L. Coaxum, Secretary

By: _____
James Ryder, Council President



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

October 15, 2025

File No. 19-10024-01

Cassandra L. Grillo, CZO
Zoning Officer and Code Enforcement Administrator
Borough of Perkasio
620 W. Chestnut Street
P.O. Box 96
Perkasie, PA 18944

Reference: Green Ridge Estates West – Temporary Fill Stockpile
Escrow Release Request
414 S. Ridge Road

Dear Cassandra:

The Developer, Sal Lapio, Inc., of Green Ridge Estates West located at 414 S. Ridge Road in Perkasio Borough and East Rockhill Township has requested release of the escrow provided to the Borough prior to issuance of the Grading Permit for the placement of a temporary fill stockpile on the site. The Developer posted an escrow of \$4,264.00 with the Borough on October 30, 2024.

The temporary fill stockpile consisted of fill imported from another project to be utilized by the Developer for the subject site during the future construction of the major subdivision. The major subdivision has been approved by Council and the Developer has started construction of the subdivision with the stockpile material already utilized throughout the site. With the elimination of the stockpile and the start of construction for the subdivision, Gilmore & Associates, Inc. (G&A) recommends the closure of the Grading Permit and release of the escrow in the amount of \$4,264.00.

A signed Escrow Release Confirmation will be provided to the Borough under separate cover. If you have any questions regarding the above, please contact this office.

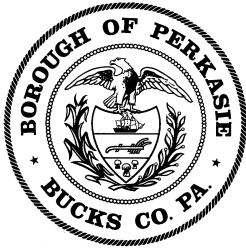
Sincerely,

Douglas C. Rossino, P.E.
Gilmore & Associates, Inc.
Borough Engineers

DCR

cc: Andrea L. Coaxum, Borough Manager
Megan McShane, Executive Assistant
Jeffrey P. Garton, Esq., Borough Solicitor
Sal Lapio, Inc., Owner/Applicant
East Rockhill Township
Erik Garton, P.E., E.V.P., Gilmore & Associates, Inc.

65 East Butler Avenue | Suite 100 | New Britain, PA 18901 | Phone: 215-345-4330 | Fax: 215-345-8606



BOROUGH OF PERKASIE

620 W. Chestnut St
P.O. Box 96
Perkasie, PA 18944

(215)257-5065
Fax (215)257-6875

Escrow Release Confirmation

Date: October 15, 2025

Perkasie Borough
620 W. Chestnut St.
P.O. Box 96
Perkasie, PA 18944

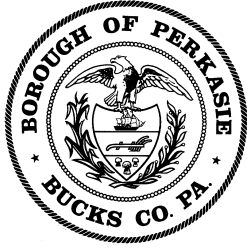
Re: Escrow Account Release

I Douglas C. Rossino of Gilmore & Associates Inc. confirm there are no outstanding or forthcoming bills in reference to the project known as Green Ridge Estates West Temporary Fill Stockpile and authorize release upon confirmation by the Borough.

Sincerely,

Douglas C. Rossino

Borough Engineer Signature



BOROUGH OF PERKASIE

MEMORANDUM

DATE: October 30, 2025

TO: Borough Council
Mayor Hollenbach
Andrea Coaxum

FROM: Rebecca Deemer, Finance Director

SUBJECT: Addition of ROTH Option to the Borough's 457 Deferred Compensation Plan

The Borough currently offers a 457 Deferred Compensation Plan for employees as a voluntary retirement savings option. This plan allows participants to defer a portion of their wages on a pre-tax basis, reducing current taxable income while saving for retirement.

Recent federal legislation, the SECURE 2.0 Act of 2022, includes provisions that expand and, in some cases, require plan sponsors to make Roth (after-tax) options available in certain retirement plans, including 457(b) plans. The purpose of this requirement is to provide employees with additional flexibility in managing their future tax exposure and retirement savings.

Adding a Roth 457 option would allow employees to make after-tax contributions to their existing deferred compensation plan. While traditional (pre-tax) contributions reduce current taxable income and are taxed upon withdrawal, Roth contributions are taxed upfront and can be withdrawn tax-free in retirement if eligibility conditions are met.

The Borough's plan administrator, Mission Square, has confirmed that adding the Roth feature is fully compliant with SECURE 2.0 requirements and would involve no cost to the Borough. Implementation includes updating the plan documents and making sure our third-party payroll vendor, Complete Payroll Resources (CPR), can accommodate separate tracking and reporting for Roth (after-tax) and traditional (pre-tax) contributions. CPR will have this feature set up by the end of Q4 2025.

I recommend that Borough Council approve adding the Roth (after-tax) contribution option to the Borough's existing 457 Deferred Compensation Plan. This update ensures the Borough's plan remains compliant with the SECURE 2.0 Act and offers employees greater flexibility in retirement planning.

**457 Governmental Plan and Trust
Optional Provisions Election Form (October 2023)**

Employers should execute this form to make elections, or change prior elections, related to optional provisions contained in the MissionSquare Retirement 457 Governmental Deferred Compensation Plan and Trust document. This form may also be used by plan sponsors utilizing an individually designed plan document.

Plan Number: 30 3311 Employer Plan Name: Borough Of Perkasio

I. PLAN DOCUMENT (If you are establishing a new plan, please skip this section.)

Our plan currently uses:

- ☒ MissionSquare's model plan document
- ☐ An individually designed plan document

II. PLAN YEAR

The plan year will be (select one):

- ☒ January 1 - December 31 (Default); or
- ☐ The 12-month period beginning _____
Month Day

III. ELIGIBILITY REQUIREMENTS

The following group or groups of Employees are eligible to participate in the plan:

- ☒ All Employees (Default)
 - Full-time Employees
 - Salaried Employees
 - Non-union Employees
 - Management
 - Public Safety Employees
 - General Employees
- ☐ Other Employees (specify the group(s) of eligible employees):

The group specified must correspond to a group of the same designation that is defined in the statutes, ordinances, rules, regulations, personnel manuals or other material in effect in the state or locality of the Employer.

IV. LOANS

Loans are allowed under the plan.

- Yes ☐ No (Default) ☒

If you select "Yes" above, you must also complete and return the Loan Guidelines Agreement in the [Loan Implementation Package for 457/401 Plan Sponsors](#).

V. DISTRIBUTIONS

- a. In-service distributions while employed with the Employer are permitted after a participant attains (select one of the options):

☒ Age 70½ (Default)

☐ Not permitted at any age

To adopt an in-service withdrawal age of 59 1/2, please complete the SECURE Act Election form.

- b. In-service distributions of rollovers are allowed at any time:

☐ Yes

☒ No (Default)

- c. Tax-free distributions for the payment of qualifying insurance premiums for eligible retired public safety officers are available under the plan.

☐ Yes

☒ No (Default)

- d. Unforeseeable emergency withdrawals are permitted.

☒ Yes (Default)

☐ No

In applying the rules for unforeseeable emergency withdrawals, the determination of any unforeseen emergency shall include circumstances applying to a Primary Beneficiary.

☒ Yes (Default)

☐ No

VI. ROTH PROVISIONS

- a. The plan will offer Designated Roth Accounts as described in Article IX.

☒ Yes

☐ No (Default)

[If No is selected, skip the remainder of this Section VI.]

- b. The plan will allow In-Plan Roth Conversions as provided in Section 9.05.

☒ Yes (Default)

☐ No

- c. Designated Roth Accounts will be available as a source for loans under the plan.

☐ Yes

☒ No or N/A (Default)

VII. AUTOMATIC ENROLLMENT

The plan will offer automatic enrollment.

☐ Yes

☒ No (Default)

If you select "Yes" above, further steps are required to implement this feature, including completing implementation forms. We will contact you.

VIII. DEFERRAL OF SICK PAY, VACATION AND BACK PAY(CHOOSE ANY/ALL THAT APPLY)

Participants may elect to defer:

Accumulated Sick Pay

Accumulated Vacation Pay

Back Pay

Note: If no election is made, a Participant will not be able to defer any of these.

The Participant's election to defer accumulated sick pay, accumulated vacation pay, or back pay must be made before the beginning of the month in which these amounts would otherwise be paid or made available to the employee.

IX. EMPLOYER MATCH

Employer will match Elective Deferrals and Default Elective Deferrals ("Deferrals").

Yes ☐ No (Default) ☒

[If No is selected, skip the remainder of Section IX. IF YES, COMPLETE ALL THAT APPLY].

Employer Percentage Match of Deferrals

The Employer shall contribute on behalf of each Participant an amount determined as follows (subject to the limitations of Article V of the plan):

_____ % of the Deferrals made on behalf of the Participant for the Plan Year (not including Deferrals exceeding _____ % of Earnings or \$ _____);

Plus _____ % of the Deferrals made on behalf of the Participant for the Plan Year in excess of those included in the above paragraph (but not including Deferrals exceeding in the aggregate _____ % of Earnings or \$ _____).

Employer matching contributions on behalf of a Participant for a Plan Year shall not exceed \$ _____ or _____ % of Earnings, whichever is (CHOOSE ONE) more less.

Employer Dollar Match of Deferrals

The Employer shall contribute on behalf of each Participant an amount determined as follows (subject to the limitations of Article V of the plan):

\$ _____ for each _____ % of Earnings or \$ _____ that the Employer contributes on behalf of the Participant as Deferrals for the Plan Year (not including Deferrals exceeding _____ % of Earnings or \$ _____);

Plus \$ _____ for each _____ % of Earnings or \$ _____ that the Employer contributes on behalf of the Participant as Deferrals for the Plan Year in excess of those included in the above paragraph (but not including Deferrals exceeding in the aggregate _____ % of Earnings or \$ _____).

Employer matching contributions on behalf of a Participant for a Plan Year shall not exceed \$ _____ or _____ % of Earnings, whichever is (CHOOSE ONE) more less.

X. MILITARY SERVICE ELECTIONS

- a. Plan contributions shall be made under the plan for differential wage payments (i.e., payments made by the employer to an individual performing military service that represents all or a portion of the wages he/she would have received).

Yes (Default) ☒ No

If yes is selected, this is effective beginning January 1, 2009 (or if later, the effective date of the Plan), unless another effective date is filled in here:

- b. A participant shall be deemed to have a severance from employment for purposes of eligibility for a distribution during any period of military service for more than 30 days.

Yes ☒ No (Default)

- c. A participant who dies or becomes Disabled (as defined in the plan) while performing qualified military service shall receive plan contributions as if the individual had resumed employment on the day preceding death or disability and then terminated employment on the actual date of death or disability.

Yes ☒ No (Default)

If yes is selected, this is effective for participants who died or became disabled while performing military service on or after January 1, 2007 (or if later, the effective date of the plan), unless another effective date is filled in here:

_____ (date cannot be prior to January 1, 2007)

XI. SPOUSAL CONSENT (APPLIES ONLY TO COMMUNITY PROPERTY STATES)

If your state is not a community property state, skip the remainder of Section XI.

Where spousal consent is required, it will apply to:

Only to persons who are married (Default)

A person who is married, who is a domestic partner under state law, or who is a person in a civil union or other formally recognized personal partnership

A person who is married or who is a domestic partner under state law

A person who is married or is a person in a civil union or other formally recognized personal partnership

Note: This election applies only for plans in community property states requiring the consent of a spouse to name someone other than the spouse as a beneficiary, and only for determining who is treated as a "spouse" for this purpose and not for any other plan purposes.

XII. SUMMARY OF CHANGES

If you are making changes to an existing plan, please summarize the changes along with the effective dates of the changes below and identify the applicable Optional Provisions Election Form section number. If you are establishing a new plan, please skip this section.

- a. Add Roth Contributions Effective Date: 01 / 01 / 2026
b. _____ Effective Date: ____ / ____ / ____
c. _____ Effective Date: ____ / ____ / ____
d. _____ Effective Date: ____ / ____ / ____

XIII. EMPLOYER SIGNATURE

By signing, Employer confirms he or she is authorized to make the elections specified on this form.

Employer hereby appoints MissionSquare Retirement as the non-discretionary Plan Administrator in accordance with the terms and conditions of the MissionSquare Retirement Corporation 457 Governmental Deferred Compensation Plan and Trust.

Employer hereby attests that it is a unit of state or local government or an agency or instrumentality of one or more units of state or local government.

Employer acknowledges that applicable state law may or may not allow for the addition of an Automatic Enrollment Feature in their 457(b) plan administered by MissionSquare Retirement, and Employer assumes full responsibility for the decision to add such a feature to their plan.

Employer Signature: _____

Date (mm/dd/yyyy): ____ / ____ / ____

Name (Please Print): _____

Title: _____

Preferred Phone Number: (____) _____

Email Address: _____

Plan Number: 303311

This form can be returned by email, fax, or mail using the information below.

Online: Submit through secure messaging to:
www.employers.msqplanservices.org
Fax to: MissionSquare Plan Services
(844) 677-3297

Mail to: MissionSquare Plan Services
P.O. Box 219320
Kansas City, MO 64121-9320

SECURE ACT 2.0 and 1.0 Election Form

Use this form to adopt any of the provisions made available by The Setting Every Community Up for Retirement Enhancement Act of 2019 (SECURE 1.0), SECURE 2.0 Act of 2022, and related legislation. If you would like to add these provisions to more than one plan, please complete one form per plan.

I. SECURE 2.0 and Related Provisions

A. Roth Provisions (Available in 401(k), 457(b), and 403(b) plans and is not available in (i) 401(a) Profit Sharing Plans without the 401(k) feature or (ii) 401(a) Money Purchase Plans)

Note: While the ability to adopt Roth is not a SECURE 2.0 provision, if you wish to allow participants to make age-based catch-up contributions after 2025 in your 401(k), 457(b), or 403(b) plans, you must adopt a Roth Contribution provision. **If you allow age-50 catch-up contributions and your plan currently does not offer Roth contributions**, check below to add the Roth Contribution provision and indicate whether you will permit in-plan Roth conversions and whether Roth amounts will be available for participant loans.

☒ Add Roth Contributions

The plan will permit in-plan Roth Conversions.

☒ Yes (Default) ☐ No

The Roth account will be an available source for loans.

☐ Yes ☒ No or N/A (Default)

Note: To officially adopt the Roth features, you will need to also review and execute applicable adoption materials. Our Plan Design Team will reach out to you with prepopulated versions of the applicable materials upon receipt of this form.

B. Eliminate the “first date of the month” rule for 457(b) deferral changes. The plan will permit all deferral initiation and change requests to transpire as soon as administratively feasible, but no later than on the earliest date the deferrals can reasonably be segregated from the employer’s general assets, rather than the first pay period of the following month.

☐ Yes ☒ No (“No” is the default provision under the Plan if no selection is made.)

C. Student Loan Repayment Match (Available in 401(k), 457(b), and 403(b) plans and is not available in (i) 401(a) Profit Sharing Plans without the 401(k) feature or (ii) 401(a) Money Purchase Plans)

For purposes of calculating the employer match of participant elective deferrals into the plan in which the match will be made, qualified student loan repayments made by the participant shall be treated as participant elective deferrals.

☐ Yes ☒ No (“No” is the default provision under the Plan if no selection is made.)

Note: To adopt the student loan repayment match provision, the plan must be offering an elective deferral match. To officially adopt the Roth features, you may need to also review and execute applicable adoption materials to adopt the elective deferral match provision. Our plan design team will reach out to you with prepopulated versions of the applicable materials upon receipt of this form.

(continued)

D. Distribution for victims of domestic abuse (Available in 457(b), 403(b), 401(a) Profit Sharing Plans that have not made a "QJSA Election")

The plan will permit participants to receive, upon written request, a distribution of up to the lesser of \$10,000 (indexed) or 50% of the participant's vested account balance during the one-year period beginning on any date on which the individual is a victim of domestic abuse by a spouse or domestic partner. Plan sponsors may rely upon the participant's self-certification that they are victims of abuse with no documentation needed.

Such a distribution is exempt from the 10% early distribution tax penalty and is exempt from the mandatory 20% withholding; and can be repaid into the account within 3 years without regard to the usual 60-day time limit for rollovers if elected.

☐ Yes ☒ No ("No" is the default provision under the Plan if no selection is made.)

If "Yes" is selected, Domestic Abuse Victim Distributions may be distributed on or after: _____
(insert a date no earlier than 01/01/2025).

E. \$1,000 withdrawal for certain emergency expenses (Available in 457(b), 403(b), 401(a) Profit Sharing Plans)

The plan will permit participants to receive, upon written request, a distribution of up to \$1,000 (or if the participant's vested balance is less than \$2,000, the amount that exceeds \$1,000) to pay for unforeseen or immediate financial needs relating to necessary personal or family emergency expenses. Plan sponsors may rely upon the participant's self-certification that they are eligible for emergency withdrawals with no documentation needed.

A participant is not permitted to receive more than one emergency withdrawal per year. Additionally, a participant is not permitted to take another emergency withdrawal from the plan during the immediately following three (3) calendar years unless the amount of withdrawal is repaid, or equivalent contributions are made to the plan.

Such a distribution is exempt from the 10% early distribution tax penalty and is exempt from the mandatory 20% withholding; and can be repaid into the account within 3 years without regard to the usual 60-day time limit for rollovers if elected.

☐ Yes ☒ No ("No" is the default provision under the Plan if no selection is made.)

If "Yes" is selected, \$1,000 withdrawal for certain emergency expenses may be distributed on or after: _____
(insert a date no earlier than 01/01/2025).

F. Self-certification for hardship withdrawals (Available in 403(b), 401(a) Profit Sharing Plans with the 401(k) feature)

The plan will permit participants to self-certify that a distribution is on account of a financial need that IRS regulations deem to create an immediate and heavy financial need, the amount of the distribution is not in excess of the amount required to satisfy the financial need, and that the participant has no alternative means reasonably available to meet the financial need.

☐ Yes ☒ No ("No" is the default provision under the Plan if no selection is made.)

The distribution will be processed without plan sponsor approval. If you as the plan sponsor wish to approve each request, check this box ☐.

If the box is checked, the plan sponsor will be required to approve each request.

(continued)

G. Self-certification unforeseeable emergency withdrawals (Available in 457(b) Plans)

The plan will permit participants to self-certify that a distribution is being made when a participant is faced with an unforeseeable emergency of a type that is described in IRS regulations as an unforeseeable emergency, the amount of the distribution is not in excess of the amount required to satisfy the emergency need, and the participant has no alternative means reasonably available to satisfy the emergency need.

☐ Yes ☒ No (*"No" is the default provision under the Plan if no selection is made.*)

The distribution will be processed without plan sponsor approval. If you as the plan sponsor wish to approve each request, check this box ☐.

If the box is checked, the plan sponsor will be required to approve each request.

H. Distribution for qualified Federally declared natural disasters (Available in 457(b), 403(b), 401(a) Money Purchase, 401(a) Profit Sharing Plans)

The plan will permit qualified participants to receive, upon written request, a distribution of up to \$22,000 per Federally declared natural disaster. A participant is qualified if:

- The individual's principal residence at any time during the incident period of any qualified disaster is in the qualified disaster area with respect to that disaster, and
- The individual has sustained an economic loss by reason of that qualified disaster.

Plan sponsors may rely upon the participant's self-certification that they are a qualified individual with no documentation needed, unless the plan sponsor has actual knowledge to the contrary.

Whether a disaster is a formally declared disaster and qualified can be determined here:

<https://www.fema.gov/disaster/declarations>

Such distribution may be made on or after the first day of the incident period of a qualified disaster and before the date that is 179 days after the latest of the following three dates:

- Dec. 29, 2022,
- The first day of the incident period with respect to the qualified disaster, or
- The date of the disaster declaration with respect to the qualified disaster.

Such a distribution is exempt from the 10% early distribution tax penalty, is includible in income over 3 years, and is exempt from the mandatory 20% withholding; and can be repaid into the account within 3 years without regard to the usual 60-day time limit for rollovers if elected.

☐ Yes ☒ No (*"No" is the default provision under the Plan if no selection is made.*)

I. Age 60-63 "Super Catch-up" (Available in 457(b), 403(b), 401(a) Profit Sharing Plans with the 401(k) feature)

Starting January 1, 2025, participants who attain age 60-63 can contribute \$11,250. Note that this provision will be automatically integrated into the applicable plans in starting 2026. To adopt this for 2025, please check yes below.

☒ Yes ☐ No (*"No" is the default provision under the Plan if no selection is made.*)

(continued)

II. SECURE 1.0 and Related Provisions

- J. **In-Service Distributions at Age 59.5 (Available in 457(b), 403(b), and 401(a) Money Purchase Plans) The Plan will permit in-service withdrawals at age 59.5**

Note: Not applicable to 401(a) Profit Sharing Plans, as this provision is already available in your plan. You can change the in-service distribution age in your Profit Sharing Plan submitting a revised Adoption Agreement.

☐ Yes ☒ No (“No” is the default provision under the Plan if no selection is made.)

- K. **Qualified Birth and Adoption (Available in 457(b), 403(b), 401(a) Money Purchase, 401(a) Profit Sharing Plans)**

The plan will permit participants to receive, upon written request, a distribution of up to \$5,000 per qualifying birth or adoption (not to exceed \$5,000 across all retirement accounts of the participant).

Note to 401(a) Money Purchase Plan Sponsors: Such a withdrawal can only be undertaken if the participant meets the plan’s existing in-service withdrawal criteria.

Such a distribution is exempt from the 10% early distribution tax penalty and is exempt from the mandatory 20% withholding; and can be repaid into the account within 3 years without regard to the usual 60-day time limit for rollovers if elected. A qualified adoption distribution would be limited to the adoption of children who are under age 18 or who are physically or mentally incapable of self-support.

☐ Yes ☒ No (“No” is the default provision under the Plan if no selection is made.)

Note: If you elect to offer this provision, your plan may need to offer the ability for participants to roll assets into the plan.

- L. **MissionSquare Retirement IncomeAdvantage In-Service Distribution (Available in 457(b), 401(a) Money Purchase, 401(a) Profit Sharing Plans that have the MissionSquare Income Advantage Fund as an available Investment Option)**

In the event the MissionSquare Retirement IncomeAdvantage Fund is no longer an investment option under the plan, a Participant shall, upon written request, be permitted to roll these assets to another plan. Such a distribution can be undertaken regardless of the participants eligibility pertaining to in-service distributions.

☐ Yes ☒ No (“No” is the default provision under the Plan if no selection is made.)

(“No” is the default provision under the Plan if no selection is made.)

By signing below, we intend to amend the plan to allow these provisions as of the date below or as soon as administratively feasible. **Please submit one form per plan number.**

EMPLOYER PLAN NUMBER: 303311	EMPLOYER PLAN NAME: Borough Of Perkasio	
SIGNATURE OF AUTHORIZED PLAN REPRESENTATIVE:		
PRINT NAME:		
TITLE:		
DATE: (MM/DD/YYYY)	EMAIL ADDRESS:	PHONE NUMBER:

This form can be returned by secure message, fax, or mail using the information below.

Online: Submit through secure messaging: <https://accountaccess.missionsq.org/login.html>

Fax to: MissionSquare Plan Services (844) 677-3297

Mail to: MissionSquare Plan Services
P.O. Box 219320
Kansas City, MO 64121-9320



St. Andrew's Evangelical Lutheran Church

20 Dill Avenue, Perkasie, PA 18944

Phone: (215) 257-6184

Fax: (215) 257-3474

Email: churchoffice@standrewsperkasie.com

St. Andrew's Evangelical Lutheran Church will be hosting a Holiday Tea to benefit local children's Christmas charities.

The tea will be held at St. Andrew's Lutheran Church, 20 Dill Ave., Perkasie, on December 6, 2025 at 11:00am for \$15.00. There will also be raffles and door prizes.

We are reaching out to you in the hope that you will consider donating for our raffle. Should you decide to donate, you will have the opportunity to display business cards, marketing materials, etc. to promote your business to all attendees.

Thank you in advance for your consideration. Should you have any questions or should you decide to move forward with helping with this wonderful cause, please contact Pat Gahman at 215-257-9624. Monetary Donations welcomed.

Kindly,

St. Andrew's Events Committee

Patricia Gahman

Entity ID: 23-1513708

RECEIVED
OCT 20 2025



BOROUGH OF PERKASIE

ST. ANDREW'S LUTHERAN CHURCH

HOLIDAY TEA

DECEMBER 6, 2025

11:00AM - 3:00PM

RAFFLE BASKETS! 50/50 | DOOR PRIZES



\$15/PERSON
\$5.00/CHILD
(AGE 10 & UNDER)
(INCLUDES TEA
SANDWICHES,
DESSERTS, BEVERAGES)

**BENEFITS LOCAL CHILDREN'S
CHRISTMAS CHARITIES**

**Bring a can of food for Pennridge FISH
for a free raffle ticket**

**20 Dill Avenue
Perkasie, PA 18944**

www.standrewsperkasie.org

**For tickets/information:
(215)-257-6184**



BOROUGH OF PERKASIE

INTER-OFFICE MEMORANDUM

TO: Andrea L. Coaxum

FROM: Linda Reid

DATE: October 29th, 2025

SUBJECT: Economic Development Plan Update Project

This memo provides a brief overview of the progress of the project to update the Borough's Economic Development Plan. You will recall that Perkasie Borough engaged Gilmore & Associates to update the Economic Development chapter of the Comprehensive Plan, and to create a 5 year strategic plan and an assessment of whether designation as a Main Street under the Main Street Matters Program is appropriate for Perkasie Borough.

Attached to this memo are 3 draft sections of the updated plan. The Economic Development Plan Update Steering Committee has reviewed these drafts. The Steering Committee is comprised of 5 Borough business owners, 1 resident and the members of the Economic Development Committee of Council. While the sections of the plan are still under development, I thought this might be a good time to offer these sections with Council for their discussion and feedback.

- Section 5 discusses the development of a brand for Perkasie's downtown, and a "voice" and tone for Perkasie's brand. It also sets out a draft market position statement that distinguishes Perkasie from other commercial areas.
- Section 6 identifies a potential focus for the downtown economic development strategy and a draft Vision statement towards economic development.
- Section 7 takes the draft vision statement and identifies potential "transformational strategies" for action. Transformational Strategies are used in the Main Street Matters approach to downtown development.

These sections were developed by Gilmore & Associates with input from the community in the form of a community survey, a public visioning meeting, monthly meetings with the project Steering Committee, the Perkasie Planning Commission, and a meeting with stakeholders from further afield, including Visit Bucks County and the Upper Bucks Chamber of Commerce. Gilmore also conducted an ESRI Retail Potential / Leakage report and a current Market Analysis/Assessment. These meetings and reports are all available on the Boroughs website: <https://perkasieborough.org/departments/economic-community-development/>

Next steps are to develop a robust implementation plan with goals, objectives and implementation strategies, to hold a second public meeting (March 2026) to collaborate on findings and image development, to develop a draft organizational structure and a potential funding plan.

The project is on track for completion in May, 2026.

5. The Image Development Report/Developing a Brand for Downtown

Developing a Brand for Downtown can help steer the action plan for ongoing economic revitalization. Town branding is an ongoing process about branding the place. Everyone in your town knows what the brand is. It is why they live there. It is what they do on the weekend, it is where they take people who visit. It is how they relax, what they miss when they are away, and why they want to raise their kids there or retire there¹. Be prepared to evolve your branding strategy to reflect changing needs and capitalize on new opportunities. To effectively position the Perkasie community experience, the brand messaging needs to focus outwardly on the place as a destination, rather than focus on the organization doing the branding. Identifying the strengths of what makes Perkasie unique is a great start to the branding exercise. Highlighting the assets already existing, such as the Circuit trails and Breweries that were identified as part of the marketing assessment, is an opportunity to tell the story of what makes Perkasie a great place to live. The community survey and public engagement have identified several recurring themes to identify the brand for Perkasie:

- Charming place to live/ quaint housing
- Access to trails/walkable community
- Dining/Restaurants/shops
- Historic buildings/community events



Discover holiday magic and small-town charm in Perkasie

¹ Downtown and Business District Market Analysis, Bill Ryan, March 2022 “[Marketing, Image, and Branding](#)”.

These themes identify *Perkasie as a blend of small-town charm, historical preservation and a strong sense of community*. The responses during the public meeting, identified events, walkability and local businesses as strong assets of the Borough. The participants also ranked parks and green spaces as economic strengths. These are the unique brand identity for Perkasie Borough.

Other distinguishing features that make Perkasie special include:

- 1937 Roebling Style Pedestrian Footbridge – Lenape Park
- Christmas Tree Lighting
- Covered Bridges
- Perkasie Park- Victorian-era camp meeting life
- Perkasie Carousel-Menlo Park
- Rick history in craftsmanship and manufacturing



Perkasie Park - Annual Founder's Day /Genuine Small-Town Charm /Perkasie Clock / 1937 Roebling Style Foot Twin Bridges - Lenape Park

Historical assets give the commercial core a competitive edge over the surrounding competing commercial districts. The Perkasie Historical Reconnaissance Survey (2019) listed the following as eligible for national registry:²

² <https://preservingperkasie.com/2019/03/10/tour-town-centers-historic-buildings/>

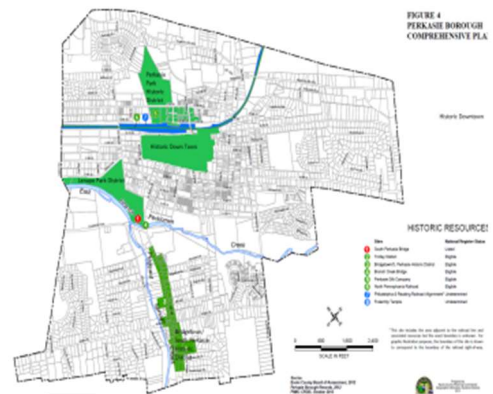
Perkasie Borough – Economic Development Plan Update

Listed

- Delbar Products
- South Perkasie Covered Bridge
- Lehigh Valley Transit Station
- Perkasie Park Camp -Meeting Grounds

Eligible

- Perkasie Borough Central District
- Bridgetown – South Perkasie District
- Lake Lenape Park
- North Pennsylvania Railroad
- Perkasie Silk Company



According to Preserving Perkasie “Perkasie Park offers a blend of historical charm and natural beauty, making it a unique destination for those interested in leisurely walks, architectural appreciation, and a glimpse into the past.”

Visit Bucks County identifies the borough “for its picturesque downtown, quaint shops, and cozy restaurants.”³ These unique assets become the selling points to attract residents, businesses, and visitors developing a compelling downtown brand. The Borough has developed an “events-based” strategy to attract people to the Borough. Expanding this strategy by telling the story of what people can expect from the downtown experience can include not only the history, and character, but aspirations as well.

“Experiences” offered in the downtown like car shows and farmers market also set it apart from other competing areas.



Image taken from Visit Bucks County⁴ Fall Festival Farm life to Town Center

³ <https://www.visitbuckscounty.com/blog/stories/post/spend-a-day-in-perkasie/>

⁴ <https://www.visitbuckscounty.com/blog/stories/post/spend-a-day-in-perkasie/>

Perkasie Borough – Economic Development Plan Update

The Community survey identified a desire for a mix of businesses, support for businesses and a desire to expand Cultural, Arts and Events as things to continue to offer and expand in downtown Perkasie.

These aspirations, identified in the Community Survey can be translated to the following strategic goals:

1. Create a stronger business climate /strengthening the commercial core /recruit merchants that fit the brand/support current businesses by offering group advertising.

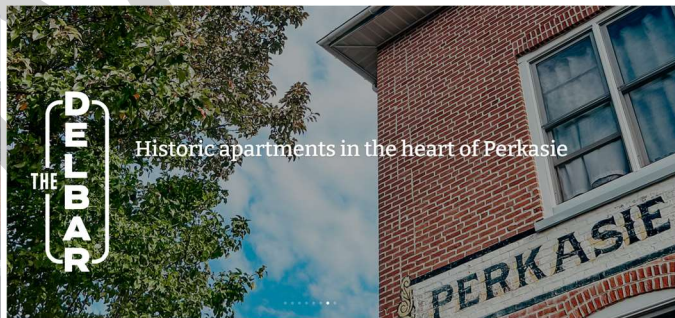


Haasis Gluten Free Bakery – 316 W. Walnut Street



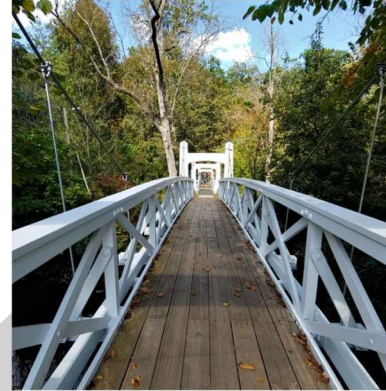
Mystic Ways Brewing – A “magical” experience

2. Expand population growth – Perkasie is a great place to live, set in a historic setting with charming neighborhoods.



The Delbar – “Historic apartments”- 601 W Spruce St Building (Photo Credit: Thedelbar.com)

3. Increase tourism – continue the events strategy by providing things to do while promoting the trails and recreational activities.
 - Offer more art and music opportunities



Music in the Park -Perkasie's Amphitheater Park in Lenape Park Pedestrian Foot bridge-Lenape Park

The “voice” Perkasio's brand should depict is to be welcoming and warm while portraying a community spirit. The tone is to be positive, genuine, friendly and could even provoke a feeling of safety. The voice should be consistent across all communications.



a. Profile of the Current Customer Group

The current customer group personality and voice were identified by looking at the community survey. Most of the response were residents and visitors between the age of 46-65, who came (to the borough) to attend events/farmers market and for dining and beverage. They walk, jog or hike the trails when utilizing the existing recreation facilities and are generally family oriented with a desire to see more festivals, movie nights, and holiday events. This age group generally may have vision changes that are common, middle adulthood (or midlife) is often a time of increased career satisfaction, and reevaluation of life, with a focus on inner contentment. Challenges facing midlife adults⁵ include developmental tasks such as:

- Losing parents and experiencing associated grief.
- Adjusting to home life without children (often referred to as the empty nest).

⁵ <https://open.maricopa.edu/devpsych/chapter/chapter-10-adulthood/>

- Dealing with adult children who return to live at home (known as boomerang children in the United States).
- Becoming grandparents.
- Preparing for late adulthood.
- Acting as caregivers for aging parents or spouses.
- The Borough has a significant upward trend in household income with this age group as the highest earning group in the U.S.
- Individuals in this age group have entrepreneurial spirit, disposable incomes, are coming into inheritance and want to achieve financial independence.
- Consumers with higher discretionary income tend to be less price sensitive.
- 50+ consumers occupy a unique space as they bordered the line between when the internet and digital communication became commonplace and the postwar economic and population boom that defined their upbringing. They like the online and offline marketing services.

The traits and personalities of this age group (46-65) include an interest in brisk walking for thirty minutes but not necessary running a marathon. Generally, “use it or lose it” is a good mantra for this stage of development. They want facts and authenticity and don’t appreciate disingenuous messages. It’s important to communicate quickly, directly, and authentically to middle adulthood consumers, who have been on the receiving end of multichannel marketing efforts for longer than their younger counterparts have been alive. Nostalgia and other emotional appeals can be invaluable to fostering engagement among middle adulthood consumers.⁶ They tend to research brands, read reviews and are loyal to a service provider.⁷ These traits help identify the targeted market position statement for Perkasie.

b. Market Position Statement

The market position statement for the downtown area outlines how the downtown aims to be perceived by its target audience, highlighting unique strengths and competitive advantages. It answers the question “What is the unique value proposition of this commercial core and how does it stand out from other areas? This concise statement will guide marketing and development efforts. A market position statement should include the following:

⁶ <https://comingofage.com/blog/ten-behavioral-distinctions-of-older-customers/>

⁷ <https://comingofage.com/blog/position-your-product-as-a-gateway-to-meaningful-experiences/>

- Identify who the downtown is trying to attract (e.g., young professionals, families, tourists, residents)
 - Consider their needs, preferences, and what they are looking for in a downtown experience.
- Highlight what makes the downtown experience special and different from other areas.
- Focus on key differentiators like unique shops and restaurants, cultural attractions, walkability, historical significance, a vibrant nightlife or affordable housing.
- Explain how the downtown stands out from competing areas (e.g. other downtowns, suburban shopping centers, or online retail.)
 - Emphasize the specific benefits that the downtown offers over these alternatives.

Desired perception identified through community engagement include:

The downtown area wants to be perceived by the target audience for:

1. A vibrant hub for arts and culture:



Your Private Collection Art Gallery – Granbury Texas Photo credit Tripadvisor



SEPTA Freight car at the corner of N. 8th Street and W. Market Street. "Newest mural a focal point for community pride and tourism". Photo credit: Perkasie Borough

2. Charming place to live with family friendly activities and attainable housing



Fall Festival Farm life to Town Center



Perry Mill Townhomes – N. 8th street and W. Market Street.

3. A walkable community with access to trails/fitness



Pedestrian Foot bridge-Lenape Park



Activated Streetscapes in Salt Lake Photo Credit: Isaac Riddle

The development of a market position statement should include primary goods and service offered and the primary consumer segments served.

- The primary goods offered include:
 - A unique small-town historic charm experience with a blend of independent shops and diverse dining options (brews), scenic beauty and access to trails.
- The primary consumer identified are:
 - Residents, and visitors with a target towards prime adults or “mid-lifers” between the age of 46-65 and their families.

The identified market position statement is:

For people looking for healthy living, small-town charm, Perkasie offers unique shops and exciting dining options with vibrant community events in an engaging downtown. This historic borough blends scenic beauty with walkable neighborhoods and quaint housing that differentiates it from competing commercial areas.

This market position statement is an internal document that can guide marketing and sales.

c. Conceptual Market Analysis

A market analysis for a downtown area accesses the economic landscape to understand the current and potential market for businesses and development. It’s a data driven exercise that helps identify opportunities, understand consumer behavior, and guides strategies for revitalization and growth. Analysis of the trade area, customer segments, competition and overall market trends are already affecting the Main Street experience. While the market is primarily local/regional in nature, it is also influenced by shifts in national or global trends.

Through the following exercise we uncovered opportunities and looked at how the district functions, which assets are connected, including placement of parking lots, and areas of infill needed. If for example, the market strategy is to “*infill vacant properties with a diverse mix of business types that fit within the brand*” then it’s important to understand how consumers interact spatially with different business uses, and other activities.⁸ Connectivity can make all the difference in the outcome of new market strategies. Even if the data suggests there is an opportunity, it may not be realized if the connectivity isn’t in place.

⁸ <https://mainstreet.org/the-latest/news/main-spotlight-the-art-of-market-analysis>

Perkasie Borough – Economic Development Plan Update

Assets

Data has demonstrated that there are market opportunities for restaurant and retail trade, but it might not show where there are assets to drive those opportunities. Data has suggested that Perkasie can support additional restaurants. However, this strategy may shift if restaurants were relying on a population of families who are now attending activities outside of the community.



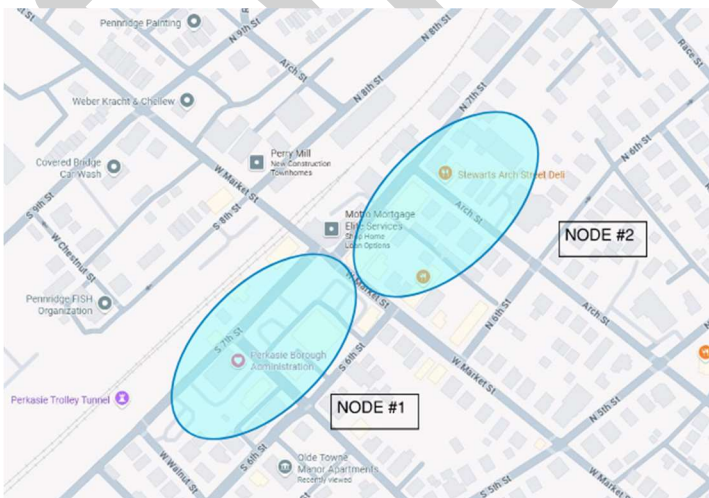
The Perk -501 E Walnut Street

Free Will Brewing – 410 E. Walnut Street

Mystic Brewing Company

Nodal Development - How assets in the borough are connected/ or disconnected.

Barriers can prevent people from moving through the commercial core. Connectivity can make all the difference in the outcome of new market strategies. ⁹Node areas have been added to the maps below to identify cluster of economic activity. In the commercial core of West Market Street, the parking lot (S. 7th and W. Chestnut St.) was identified as a break or disconnect in pedestrian movement that currently exists.



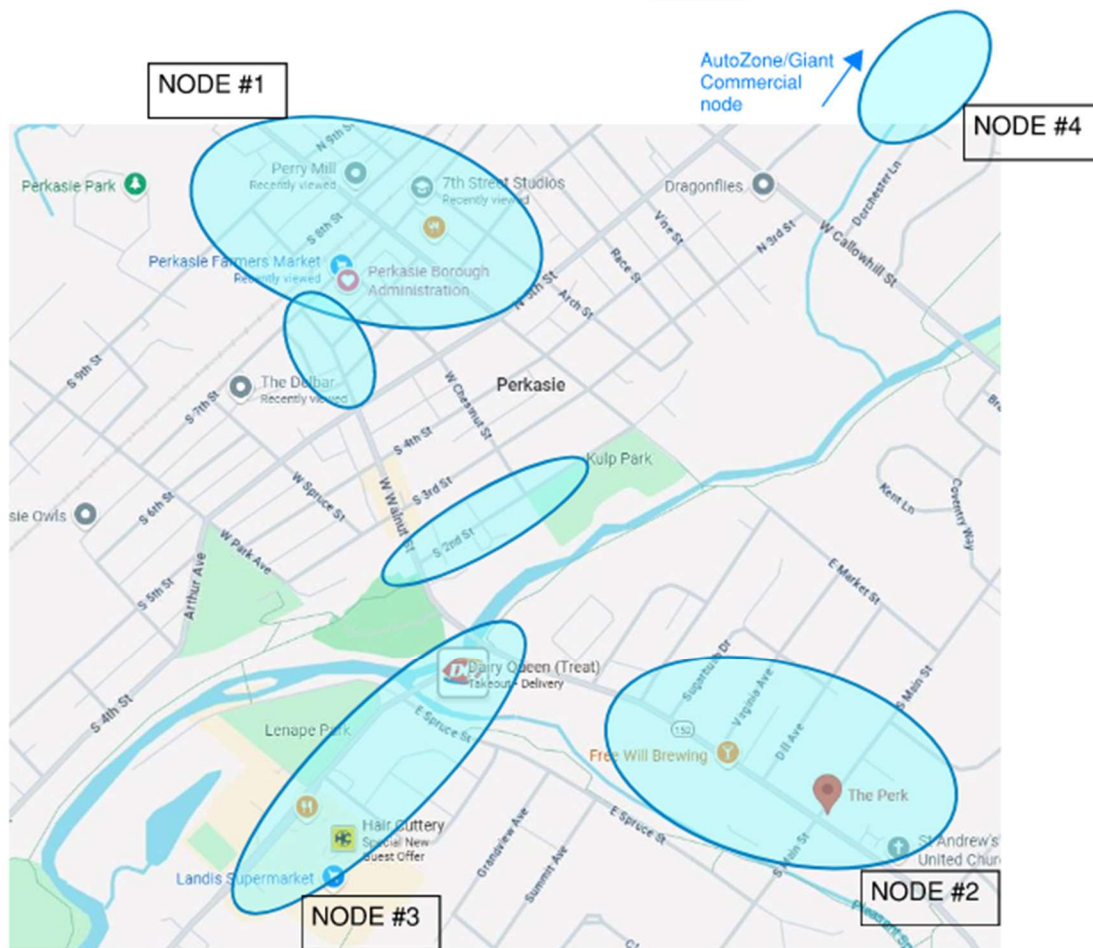
⁹ <https://mainstreet.org/the-latest/news/main-spotlight-the-art-of-market-analysis>

Perkasie Borough – Economic Development Plan Update

Map 1 – Commercial Core-West Market Street

There are clusters of businesses that are disconnected from the trails/parks or from other clusters of businesses or restaurants. Some other physical disconnects that currently exist include:

- Walnut Street cluster of businesses
- AutoZone/Giant – Commercial node outside of downtown
- 2nd street area basketball, baseball and recreation assets detached from downtown
- Dairy Queen Commercial Corridor disconnect from downtown (pedestrian connection through park.)



Map 2-South Perkasie

Areas primed for redevelopment identified in the Market Analysis (1999) included:

Redevelopment of Shelly's parking lot. One of the responses in the Community Survey suggested "turn Shelly's into a theater/event space with movies and live performances".



Photo credit: Visit Philadelphia

Overall, Perkasie’s unique historic assets offer opportunities to create vibrant, resilient and appealing spaces for residents, businesses and visitors. The conceptual market analysis indicates a desire to “*support local entrepreneurs and attract new businesses that fit within the community small-town charm of Perkasie*”. This “experience” and “sense of place” that is unique to Perkasie sets it apart from its surrounding competitors. The targeted customer group enjoy the trails and are generally family oriented with a desire to see more festivals, movie nights, and holiday events. They prefer fact driven messaging communicated directly, and authentically. The desired perceptions identified in the community engagement identifies the brand as: Healthy living, a vibrant hub for cultural and arts, a charming place to live with family friendly activities, quaint housing, and a walkable community with access to trails.

6. The Five-Year Strategic Plan

A. Strategy Statements/Overall Goals

Developing a Strategy Statement with overall goals will help direct the initiative for downtown revitalization. Through the public engagement exercise and community survey the following recurring themes were identified for Perkasie borough:

- Charming place to live/quaint housing
- Access to trails/walkable community
- Dining /Restaurants/shops

The community survey identified the top three most important economic strategies in the Borough as:

1. Preserving historic buildings and sites in the Borough
2. Developing a Town Center
3. Improve connectivity with additional trails and paths (recreation)

A desire for a mix of businesses, support for businesses while expanding on Cultural, Arts and Events, was also uncovered through the community engagement exercise. The Community survey identified “*Art installations around town*”, “*more retail shopping*”, “*better sidewalks, bike paths*” and “*turn Shelly into a theater/event space with movies and live performances*” as suggestions for creating a more vibrant and welcoming environment.

The identified focus of the downtown economic development strategy is ***to preserve historic buildings, develop a town center, improving connectivity while supporting local entrepreneurs and attract new businesses that fit within the community’s “small-town” charm of Perkasie.*** A detailed implementation plan will be developed for each priority action item that supports this strategy.

Types of arts and culture activities/businesses identified included, music, and art studios/stores, and theatre/event “maker” spaces.



Photo 1 Storyhouse at Grosvenor Park open air there in Chester photo credit: UK travel

Perkasie Borough – Economic Development Plan Update

Photo 2 Clay & Kiln Collective Salem Photo credit: Agibail Dollins/Statesman Journal

Photo 3 Jeila Gueramian's "It Reminds Me of You", is an immersive environment made with blankets, patchwork quilts, embroidery and beading. Photo credit: Maansi Srivastava/The New York Times

The identified draft Vision statement towards economic development:

“For people seeking healthy-living in a walkable and small-town charm experience, Perkasie offers a unique blend of independent shops, diverse dining options, and a thriving arts and cultural scene, distinguishing itself from sprawling suburban areas by providing community-focused events and easily accessible historic environment. We strive to be the go-to destination for those seeking a friendly, engaging downtown experience”.

The Strategy Statement identified above can be broken down to the following goals and objectives:

B. Action Plan for Economic Development

1. Goals

- a. Infill vacant properties with a diverse mix of business types that creates and protects the unique qualities and sense of place of downtown Perkasie.
- b. Improve infrastructure for walkability in downtown Perkasie.
 - i. Develop a Town Center.
 - ii. Develop a downtown access plan to identify barriers to walking and biking, prioritize key connections and provide tailored recommendations.
- c. Enhance the arts and cultural activities in the commercial core.
- d. Develop a centralized support for businesses.
 - i. Group advertising initiative.
 - ii. Main Street Manager position/Main Street Designation.

2. Objectives

- a. Infill development to improve economic resiliency and diversify the business landscape. Encourage adaptive reuse of structures.
- b. Improve access and safety for all users. Make the community more age-friendly by improving ease of access for all ages. Connect trails to sidewalks, eliminate disjointed pedestrian connections.
- c. Create an inviting place through streetscaping, public art, and cultural programming that reflects the unique identity and improves social cohesion.

- d. Provide central unified initiative for business support.

3. Action Items/Implementation Strategies

Strategies for Achieving Our Community Goals:

- a. Develop a business recruitment initiative/provide group marketing opportunities for businesses.
- b. Develop a downtown access plan to promote walkability.
- c. Utilize streetscaping, public art, and placemaking strategies to animate public spaces.
- d. Implement downtown revitalization initiative for Main Street Revitalization.

C. Strategic Work Plans

The Pennsylvania Downtown Center recommends the four-point Main Street approach to revitalization: Economic Vitality, Design, Organization and Promotions. Specific work plans are developed for each committee with volunteers coordinating the efforts. To align with this project's focus on Economic Development, the following Economic Vitality work plan has been prepared based on the strategic goals identified during the community engagement:

ECONOMIC VITALITY COMMITTEE WORK PLAN 2025

TASK	TIMETABLE	LEAD	BUDGET
A. Infill vacant properties with a diverse mix of business types that fit Perkasie's brand • Encourage adaptive reuse • Business recruitment • Business expansion	Ongoing	Community led - supported by Main Street Manager	
B. Develop a downtown access plan to identify barriers to walking/biking	Ongoing		

Perkasie Borough – Economic Development Plan Update

C. Enhance the arts and cultural activities in the commercial core. - Centrally located public /civic space - Arts/mural/placemaking initiative	Ongoing	Community led - supported by Main Street Manager	
D. Develop centralized support for businesses - Main Street Designation/Manager position or BID - Group advertising	On-going		

Main Street Program Five Year Revitalization Strategy

Program Goals & Objectives: *To strengthen and diversify the economic base of downtown Perkasie.*

Plan	Programs & Projects		Main Street Program Year					5 Year	Responsibility Committee Organization or Task Force
			1	2	3	4	5		
Commonwealth's Fiscal Year									
Organization's Fiscal Year			2026	2027	2028	2029	2030	Totals	
1	Note: IKL= In Kind Labor								Economic Vitality Committee
	Objective	Infill vacant properties with a diverse mix of business types that fit Perkasie's brand	I	o-m	o-m	o-m	o-m	0	
	Cost							\$0.00	
2									Economic Vitality Committee
	Objective	Develop walkability plan	P	P	I	o-m	o-m	0	
	Cost							\$0.00	
3									Economic Vitality Committee
	Objective	Enhance the arts & cultural activities in the commercial core	P	I	o-m	o-m	o-m	0	
	Cost							\$0.00	
4									Economic Vitality Committee
	Objective	Develop centralized support for businesses	I	o-m	o-m	o-m	o-m	0	
	Cost							\$0.00	
5									Economic Vitality Committee
	Objective	Implement fundraising plan	I	o-m	o-m	o-m	o-m	0	
	Cost							\$0.00	
			P	Planning	I	Implement	O-M	Ongoing / Main.	

7. Vision Statement and Transformational Strategy

a. Community Vision Statement

While the marketing position statement defines how a brand is perceived by its target audience, the vision statement describes the long-term aspirations of an organization. From the community engagement exercise the recurring themes repeated for desires of the community were that the community wants to be perceived by the target audience as:

1. A vibrant hub for arts and culture.
2. Charming place to live with family friendly events and quaint housing.
3. A walkable community with access to trails.

The identified Vision statement toward economic development is:

“For people seeking a walkable and small-town charm experience, Perkasie offers a unique, healthy-living blend of independent shops, diverse dining options, and a thriving arts and cultural scene, distinguishing itself from sprawling suburban areas by providing a community-focused and easily accessible historic environment. We strive to be the go-to destination for those seeking a friendly, engaging/vibrant downtown experience”.

The Main Street Approach is centered around transformational Strategies. A transformational Strategy articulates a focused, deliberate path strengthening downtown. Transformational strategies should be a stretch, but they should also be realistic and should be based on the assets the downtown area currently has in place. Some ready to use strategies include “Catalyst Strategies” which are off the shelf Transformation Strategies that can be adapted to a wide variety of places and customized to local needs.¹ Some examples of catalyst strategies include:

- Agricultural economy
- Arts
- College Town
- Elder-Friendly + Aging in Place
- Ethnic specialties

¹ <https://mainstreet.org/about/how-we-work/the-main-street-approach>

Perkasie Borough – Economic Development Plan Update

- Knowledge Economy
- Recreation
- Tourism
- Placemaking, etc.

The top three (3) Transformational Strategies identified through community engagement are:

1. Enhance the arts and cultural activities/Placemaking.
2. Healthy Living / Recreation – this strategy capitalizes on existing regional resources such as trails/parks, identified as one of Perkasie “niche” activities, as well as the spas and fitness facilities in the Borough.
3. Business Activation and Development – activate current vacant sectors and support the growth of established businesses.

Some additional transformation strategies also identified included:

4. Maintaining Authenticity -preserving the historic integrity of existing buildings.
5. Town Center- Create a centrally located public/civic space.

The big picture goal we want to accomplish in downtown is to “**maintain authenticity.**”

Conceptual Images



Photo credit Main Street CTS-5

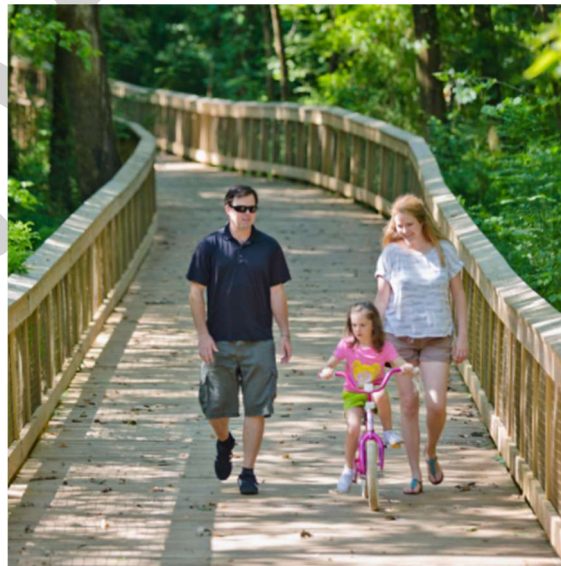


Photo credit: Main Street CTS-5



Photo credit: Google maps

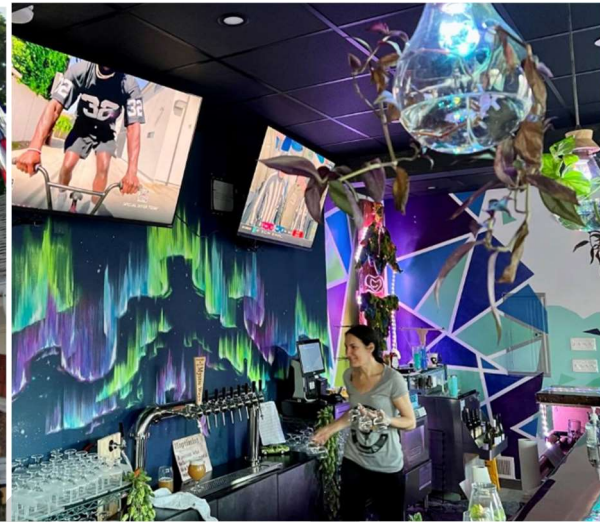


Photo credit: Mystic Brewing



Columbia MD Photo credit: Stephen Cherry Photography, LLC

- Supplemental Information

Arts involve all creative industries including film, music, dance, fine art, theatre, etc. Creative industry workers often keep odd hours, enlivening the district. Art often serves as a draw for

other types of business. If the transformational strategy is to become a hub for arts and culture, then example activities can include:

- Create a public arts strategy
- Pair artist with retailer for window displays
- Develop live/workspace.



Photo credit: Perkasie Borough

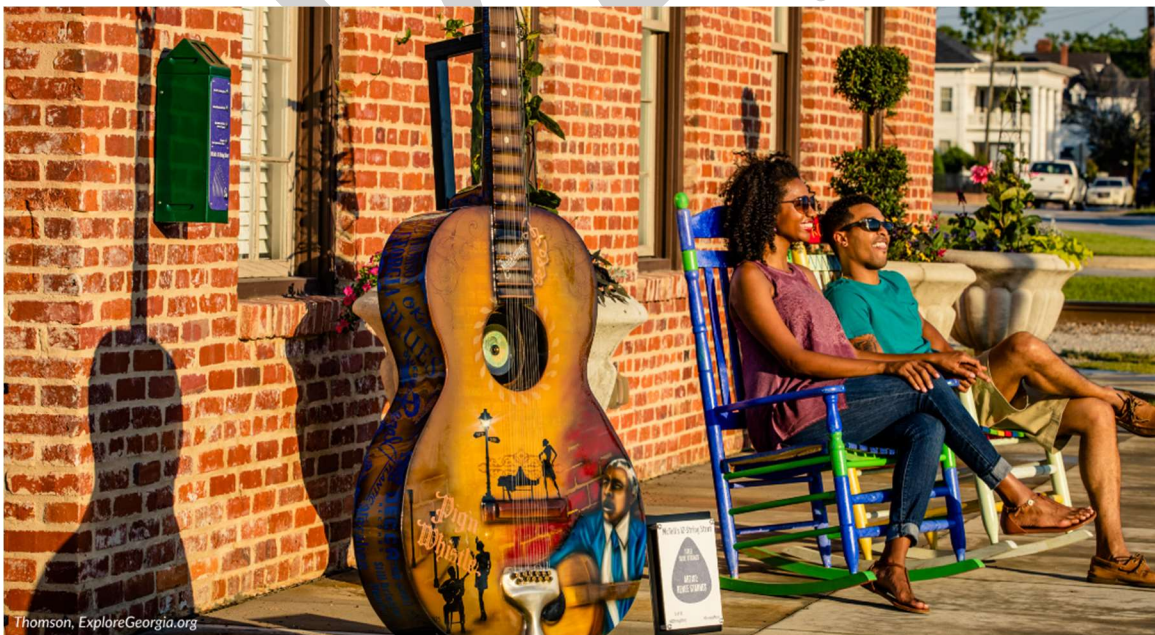


Photo credit: Thomson, ExplorGeorgia.org

**PERKASIE BOROUGH
RESOLUTION NO. 2025-57**

**A RESOLUTION OF THE BOROUGH OF PERKASIE, COMMONWEALTH
OF PENNSYLVANIA, SUPPORTING THE PENNSYLVANIA COMMISSION
FOR THE UNITED STATES SEMIQUINCENTENNIAL (AMERICA250PA).**

WHEREAS, the Pennsylvania legislature and the Governor created AMERICA250PA in 2018 to plan, encourage, develop, and coordinate the commemoration of the 250th anniversary of the United States and Pennsylvania's integral role in that event and the role of its people in the nation's past, present and future; and

WHEREAS, AMERICA250PA hopes to engage ALL Pennsylvanians and ALL 67 counties through their many signatures and officially recognized programs, projects, and events over the next several years by inspiring future leaders and celebrating all Pennsylvanian's contributions to the nation over the last 250 years; and

WHEREAS, by adoption of AMERICA250PA' s four pillars of EPIC, we hope to educate, preserve, innovate, and celebrate.

NOW, THEREFORE, BE IT RESOLVED, AND IT HEREBY RESOLVED, that the Borough of Perkasio hereby endorses AMERICA250PA and their mission to educate, preserve, innovate, and celebrate EVERY Pennsylvanian in EVERY county; and

IT IS FURTHER RESOLVED that a copy of this resolution be sent to the Bucks County legislative delegation and AMERICA250PA Commission.

ADOPTED by the Perkasio Borough Council of the County of Bucks, the Commonwealth of Pennsylvania, this 3rd day of November, 2025.

ATTEST:

PERKASIE BOROUGH:

By: _____
Andrea L. Coaxum, Secretary

By: _____
James Ryder, Council President

Megan McShane

From: Megan McShane
Sent: Thursday, October 30, 2025 1:15 PM
To: Megan McShane
Subject: 4618 Perkasio (Bucks) [662216] Historic Wooden Covered Bridge - SHPO Correspondence

From: Jeremiah, Brian <brian.jeremiah@fema.dhs.gov>
Sent: Thursday, October 30, 2025 11:56 AM
To: Andrea Coaxum <manager@perkasioborough.org>; Konek, James (Tim) <james.konek@fema.dhs.gov>; Evans, Christopher <chrevans@pa.gov>; Scott Bomboy <sbomboy@perkasioborough.org>; Finance <finance@perkasioborough.org>
Subject: RE: [External] RE: 4618 Perkasio (Bucks) [662216] Historic Wooden Covered Bridge - SHPO Correspondence

Good morning Andrea,
Perkasio Borough's Project # 662216 - Historic Wooden Covered Bridge is in "Pending Environmental and Historic Preservation" (EHP) as of this morning.

Hope this is helpful,

Brian Jeremiah
Emergency Management Specialist
DHS/FEMA
Region 3
Mobile: (732) 804-2382

From: Andrea Coaxum <manager@perkasioborough.org>
Sent: Thursday, October 30, 2025 11:50 AM
To: Konek, James (Tim) <james.konek@fema.dhs.gov>; Evans, Christopher <chrevans@pa.gov>; Scott Bomboy <sbomboy@perkasioborough.org>; Finance <finance@perkasioborough.org>
Cc: Jeremiah, Brian <brian.jeremiah@fema.dhs.gov>
Subject: Re: [External] RE: 4618 Perkasio (Bucks) [662216] Historic Wooden Covered Bridge - SHPO Correspondence

CAUTION: This email originated from outside of DHS. DO NOT click links or open attachments unless you recognize and/or trust the sender. Please select the Phish Alert Report button on the top right of your screen to report this email if it is unsolicited or suspicious in nature.

Good morning!

Any update on the Borough's Covered Bridge? Is it still in Hazard Mitigation?

Andrea

Megan McShane

From: Megan McShane
Sent: Thursday, October 23, 2025 1:18 PM
To: Megan McShane
Subject: 518 Amherst Circle

From: Heather Vanhorn <hvanhorn@perkasieborough.org>
Sent: Wednesday, October 22, 2025 3:43 PM
To: Andrea Coaxum <manager@perkasieborough.org>; Howie Stone <electric@perkasieborough.org>; Jeff Tulone <publicworks@perkasieborough.org>; Cassandra Grillo <cgrillo@perkasieborough.org>
Subject: 518 Amherst Circle

This afternoon the owner of 518 Amherst Circle Tim Musgrove called to let us know that he stopped into Borough Hall regarding a dead Pin Oak tree on our property next to his home on 518 Amherst Circle. He wanted to let us know that the crew that removed the tree did an awesome job. He is very pleased and wanted to pass that along how much he appreciates the removal. Good job!

Heather F. Van Horn

Accounts Payable & Accounts Receivable Representative

Borough of Perkasio

620 West Chestnut Street

P.O. Box 96

Perkasie, PA 18944

Phone: 215-257-5065

Fax: 215-257-6875

Website: www.perkasieborough.org

Perkasie Borough receives \$10,000 donation for amphitheater upgrades

By [MediaNews Group](#)

PUBLISHED: October 23, 2025 at 3:17 PM EDT

PERKASIE — Perkasie Borough recently received a \$10,000 donation for Perkasie Industrial Development Authority (PIDA) in support of upgrades to the borough's community amphitheater in Lenape Park.

A significant portion of the donation — \$6,750 — was used to install new safety and performance lighting. The upgrades include indirect ceiling lighting for improved visibility during evening events, a dedicated security light with its own timer, and a manual control system for event lighting, said a Perkasie borough press release.

Additional outlets and protected wiring were also installed to support future expansion and performance needs. These enhancements increase both the functionality and safety of the space, while maintaining a welcoming and secure environment, said the release.

"We're incredibly thankful to the Perkasie Industrial Development Authority for this generous donation," said David Worthington, Perkasie Borough Councilman, and Chair of the Borough's Parks & Recreation Committee. "Their support helps us create safer, more versatile space that can serve our community year-round."

PIDA serves as a conduit for private financing of economic development projects in Bucks County. Members are appointed to five-year terms and meet only when an application is received. In addition to supporting business development, PIDA continues to contribute to public projects that enhance quality of life for Perkasie residents, said the release.

Remaining funds from the donation will be used for additional amphitheater improvements. For more information about Perkasie Borough's parks, recreation programs, and upcoming events, visit www.perkasieborough.org.

Perkasie Borough awarded Penn Medicine CAREs grant for Menlo Aquatics Center

By [MediaNews Group](#)

PUBLISHED: October 23, 2025 at 3:36 PM EDT

PERKASIE — Perkasie Borough recently announced that its Parks and Recreation Department has been awarded an \$833 grant through the Penn Medicine CAREs Grant Program.

The money will be used to purchase Coast Guard-approved lifejackets for public use at the Menlo Aquatics Center, reinforcing the borough's commitment to water safety, family recreation and inclusive community programming, said a Perkasie borough press release.

The grant application was submitted by Kathleen Rocchetti, Chair of the Perkasie Borough Parks and Recreation Board. Rocchetti, who serves as Senior Executive Administrator and Paralegal at Doylestown Hospital, has been a dedicated member of the board for eight years.

Because Doylestown Hospital is part of the University of Pennsylvania Health System (UPHS), Rocchetti was eligible to apply for the Penn Medicine CAREs Grant, which supports the volunteer efforts of UPHS faculty, staff, and students through funding for community-focused projects.

This initiative aligns with the National Recreation and Park Association's 2025 theme, "Build Together, Play Together," which focuses on strengthening families through shared recreational experiences, building confidence in children, and creating safe spaces where all community members can thrive, said the release.

"Our goal is to provide children with the resources to feel safe and confident in the water," said David Worthington, Perkasie Borough Councilman. "Thanks to Kathleen's initiative and the support of Penn Medicine CAREs, we're able to expand access to safety equipment that helps families enjoy their time together and promotes essential life skills."

The new lifejackets will be available at Menlo Aquatics Center during the 2026 summer season. By providing this resource, the borough aims to encourage water safety, build early swimming confidence, and increase access to programs such as swim lessons, swim teams, and recreational play. According to the National Library of Medicine, drowning remains one of the leading causes of death among children aged 1 to 14, making early exposure to safe swimming environments and education critically important, said the release.

"We're excited to already have memberships available for the 2026 season at discounted rates, with convenient payment plans to make summer fun more accessible for families," said Lauren Moll, Parks and Recreation Director. "It's never too early to start planning for a safe, active, and memory-filled summer at Menlo."

For more information about Menlo Aquatics Center or upcoming Parks and Recreation programs, visit www.perkasieborough.org.