

FINAL-OMITTED RULEMAKING

Annex A

TITLE 25. ENVIRONMENTAL PROTECTION

PART I. DEPARTMENT OF ENVIRONMENTAL PROTECTION

Subpart C. PROTECTION OF NATURAL RESOURCES

ARTICLE III. AIR RESOURCES

CHAPTER 121. GENERAL PROVISIONS

§ 121.1. Definitions.

The definitions in section 3 of the act (35 P. S. § 4003) apply to this article. In addition, the following words and terms, when used in this article, have the following meanings, unless the context clearly indicates otherwise:

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~~[*APO—Average Passenger Occupancy*—The average passenger occupancy for employers in the Philadelphia CMSA is the number of employees reporting to the worksite during the peak travel period divided by the sum of the number of vehicles in which employees report during these peak travel periods.~~

$$APO = \frac{\begin{array}{l} \# \text{ of employees reporting to worksite} \\ \text{6 a.m. to 10 a.m.} \\ \text{from Monday through Friday} \end{array}}{\begin{array}{l} \# \text{ of vehicles in which employees report} \\ \text{6 a.m. to 10 a.m.} \\ \text{from Monday through Friday} \end{array}}$$

[delete equation]

~~*AVO—Average Vehicle Occupancy*—An estimated average number of passengers in vehicles reporting to worksites during the peak travel period. AVO is estimated by dividing the number of employees who report to worksites or other related activity centers in the severe ozone nonattainment area during the peak travel period by the number of vehicles in which these employees report over that 5-day period. All employees, including those who work for employers with less than 100 employees are included in this calculation. The AVO for the severe nonattainment area which includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia is 1.37 passengers per vehicle.]~~

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~~[*Bus pool*—An employer-administered bus transportation service having advance ticket purchase, guaranteed seats and limited pickup at defined locations.]~~

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~~[Commuting trips—Trips from the employe’s residence to the employe’s worksite including stops en route to work during the peak travel period.]~~

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~~[Employee—For purposes of the employer trip reduction requirements of Chapter 126, Subchapter B (relating to employer trip reduction), a person working for a firm, person, educational institution, nonprofit agency or corporation, Federal, state or local government department or agency or other entity, in a full or part time position who either reports to work or is assigned primarily to a worksite 80 or more hours per 28-day period in either a permanent or temporary capacity, on either a contract or employed basis, excluding volunteers.~~

~~Employer—For purposes of the employer trip reduction requirements of Chapter 126, Subchapter B, a person, firm, business, educational institution, government department or agency, nonprofit agency or corporation or another entity which employs 100 or more employes at a single worksite within the Philadelphia CMSA and which has 33 or more employes reporting to the worksite during the peak travel period. Several subsidiaries or units that occupy the same worksite and report to one common governing body or governing entity are considered to be one employer.]~~

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~~[Peak travel period—The time between 6 a.m. and 10 a.m., inclusive, Monday through Friday.]~~

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~~[Philadelphia CMSA—The counties of Bucks, Chester, Delaware, Montgomery and Philadelphia.]~~

~~* * * * *~~

~~[Target area—An area within the severe nonattainment area in which employers shall achieve specific increases in APO. The four target areas for the severe nonattainment area are described in Appendix A—Target Areas for the Philadelphia Severe Ozone Nonattainment Area.~~

~~Telecommuter—A term used to describe an employe who works at the employe’s own residence using electronic or other means to communicate with the employer.]~~

~~* * * * *~~

~~[Transportation coordinator—An hourly or salaried employe designated by an employer with authority for and responsibility to develop and implement the employer trip reduction program. The term does not include a transportation management association or other contractor that assists an employer with the development and implementation of the employer trip reduction program.]~~

~~* * * * *~~

~~[Van pool—Seven or more persons commuting to a worksite in one vehicle on a regular basis.]~~

~~* * * * *~~

~~[Worksite—A building or a portion of a building which is owned or operated by the same employer or by employers under common control as provided in the employer definition or a grouping of buildings located within the same target area of the severe ozone nonattainment area which are in actual physical contact or separated only by a private or public roadway or other private or public right-of-way and which are owned or operated by the same employer or by employers under common control as provided in the employer definition.]~~

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CHAPTER 126. MOTOR VEHICLE AND FUELS PROGRAMS

SUBCHAPTER B. EMPLOYER TRIP REDUCTION

- 126.201. ~~[Scope.]~~ [Reserved].
- 126.202. ~~[General.]~~ [Reserved].
- 126.203. ~~[Calculating APO.]~~ [Reserved].
- 126.204. ~~[Developing the employer trip reduction plan.]~~ [Reserved].
- 126.205. ~~[Single Employer Averaging Program.]~~ [Reserved].
- 126.206. ~~[Multiemployer programs.]~~ [Reserved].
- 126.207. ~~[Compliance monitoring and reporting.]~~ [Reserved].
- 126.208. ~~[New employers.]~~ [Reserved].

§ 126.201. ~~[Scope.]~~ [Reserved].

~~[This subchapter is limited to employers in the Philadelphia CMSA.]~~

§ 126.202. ~~[General.]~~ [Reserved].

~~[(a) Employers shall develop and implement a plan to increase APO for their worksite to:~~

- ~~—(1) 3.00 passengers per vehicle for target area 1.~~
- ~~—(2) 1.75 passengers per vehicle for target area 2.~~
- ~~—(3) 1.58 passengers per vehicle for target area 3.~~
- ~~—(4) 1.50 passengers per vehicle for target area 4.~~

~~[(b) Each employer shall designate and identify a transportation coordinator at each worksite.]~~

~~(c) Section 126.203 (relating to calculating APO) describes the process to be followed by employers for the calculation of the APO and identifies the APO information that shall be provided to the Department on an annual basis.~~

~~(d) Section 126.204 (relating to developing the employer trip reduction plan) describes the process to be followed by employers for developing the employer trip reduction plan and the time frames for submission of the plan to the Department, and identifies the time frames for implementation of the plan.~~

~~(e) Section 126.205 (relating to Single Employer Averaging Program) establishes a process by which an employer with more than one worksite in the severe ozone nonattainment area can develop an employer trip reduction program for multiple worksites.~~

~~(f) Section 126.206 (relating to multiemployer programs) establishes a process by which multiple employers with worksites in close proximity within the same target area can develop an employer trip reduction program which allows trading between employers.~~

~~(g) Section 126.207 (relating to compliance monitoring and reporting) describes the requirements for reporting on the progress made by employers in implementing their employer trip reduction plan and, when the employer has failed to achieve the required APO, the corrective measures that will be taken to achieve the APO.~~

~~(h) Section 126.208 (relating to new employers) describes the time frames for development, submission and implementation of an employer trip reduction plan for employers who, because of relocation or expansion, come under the requirements of this chapter.]~~

§ 126.203. [Calculating APO.] [Reserved].

~~[(a) Each employer shall conduct an annual evaluation of its employe population to identify each employe who reports to work during the peak travel period.~~

~~(b) Each employer shall conduct an annual survey of the employes identified in subsection (a) as follows:~~

~~—(1) Employers with equal to or greater than 1,000 employes at the worksite shall either conduct a survey following the requirements of paragraph (2) or a statistically based probability survey that provides a 95% confidence level that the information gathered is an accurate representation of the affected employe population. If the number of employes responding to the survey is insufficient to establish a 95% confidence level, employes who do not respond to the survey shall be counted as arriving to work as a single occupant of a vehicle during the peak travel period.~~

~~—(2) Employers with fewer than 1,000 employes at the worksite shall survey all employes identified in subsection (a). Employes who do not respond to the survey shall be counted as arriving to work as a single occupant of a vehicle during the peak travel period.~~

~~—(3) The annual employer survey shall be conducted during the months of April—September. The survey shall cover 5 consecutive days, Monday—Friday inclusive, representing a typical week for the employer’s business. The survey may not include public holidays during or bordering the weekend on either side of the selected week nor include special ride share promotions.~~

~~—(c) Each employer shall use the results of the annual survey to calculate the employer’s APO for that year. In calculating the APO:~~

~~—(1) Except as provided in paragraph (2), vehicles driven by the only occupant and vehicles with eight or fewer adult seating positions shall be counted proportionately. For example, an employe who drives to work alone is counted as an employe reporting to work that day in one vehicle. Another employe who shares a ride with two employes would be counted as having reported to work that day in 1/3 of a vehicle. A third employe who arrives by a bus would be counted as having reported to work in zero vehicles for that day.~~

~~—(2) A vehicle carrying employes of different companies is allocated in the vehicle counts of those companies proportionately. If, for example, a vehicle carries one employe from employer A and three employes from employer B, each employe would arrive in 1/4 of a vehicle.~~

~~—(3) Children that are dropped off at a day care facility are counted as occupants in a vehicle. Therefore, a parent that drops off two children at a child care facility en route to the worksite will be counted as having reported to work in 1/3 of a vehicle.~~

~~—(4) If an employe is dropped off at the worksite by a vehicle that is not continuing to another worksite, that employe is counted as having driven alone in a single vehicle.~~

~~—(5) An employe who telecommutes and spends the entire day at home is included in the employe count for that day and assigned a zero vehicle count for that day.~~

~~—(6) A full-time employe on a compressed work week schedule is to be included in the employe count for the compressed week days off and assigned a zero vehicle count on those days.~~

~~—(7) An employe who walks, rides a bicycle or uses other human-powered transportation for the employe’s entire trip to the worksite is assigned a zero vehicle count for that day.~~

~~—(8) A vehicle is included in the employer’s vehicle count if it is parked at the worksite, or drops the employe off at the worksite, or if the vehicle is parked at a location from which the employe walks to the worksite.~~

~~—(9) Vehicles left at transit terminals, bus stops or car pool formation points more than 2 miles from the worksite are not counted in the employer’s vehicle count.~~

~~—(10) A transitional low emission vehicle shall be counted as 9/10 of a vehicle for purposes of calculating APO.~~

~~—(11) A low emission vehicle shall be counted as 1/2 of a vehicle for purposes of calculating APO.~~

~~—(12) An ultra low emission vehicle shall be counted as 4/10 of a vehicle for purposes of calculating APO.~~

~~—(13) Bus transportation serving as a bus pool may not be counted as a vehicle for purposes of calculating APO.~~

~~(d) The results of the annual employer survey shall be recorded on a form provided by or approved by the Department. The survey form will include:~~

~~—(1) Employer information:~~

~~—(i) The name, location, address and telephone number of the worksite.~~

~~—(ii) The mailing address of the employer.~~

~~—(iii) Applicable Standard Industrial Classification codes for the worksite.~~

~~—(iv) The APO for the worksite.~~

~~—(v) The name of the transportation coordinator and other persons who assist the employer in the development and implementation of the employer trip reduction plan at the worksite.~~

~~—(vi) The name of the owner, chief executive officer or highest ranking responsible official at the worksite and an address and telephone number for that individual.~~

~~—(vii) The location at which records described in § 126.204(d) (relating to developing the employer trip reduction plan) are kept.~~

~~—(2) Employee information:~~

~~—(i) The total number of employees reporting to the worksite.~~

~~—(ii) The total number of employees reporting to the worksite during the peak travel period.~~

~~—(iii) The number of full-time and part-time employees reporting to work during the peak travel period who:~~

~~—(A) Drive alone in a vehicle, including a taxi with one passenger or a motorcycle or moped.~~

~~—(B) Are dropped off by another person not going to work.~~

~~—(C) Car pool.~~

~~—(D) Van pool.~~

~~—(E) Use public transportation.~~

~~—(F) Ride a bicycle or use other human powered transportation.~~

~~—(G) Walk.~~

~~—(H) Work at home.~~

~~—(I) Use other methods of reporting to work.~~

~~—(iv) For employes who come to work in a vehicle, the number of employes who stop to drop off a child at a day care facility and the number of children dropped off at those facilities.~~

~~—(v) For employes who report to work in a car pool or van pool, the number of other people normally in the car pool or van pool.]~~

§ 126.204. [Developing the employer trip reduction plan.] [Reserved].

~~[(a) Each employer shall develop and submit to the Department a plan for increasing APO at each worksite to the amount specified in § 126.202(a) (relating to general) for the target area where the worksite is located on the following schedule:~~

~~—(1) By November 15, 1994, for employers with equal to or greater than 1,000 employes at a worksite.~~

~~—(2) By November 15, 1995, for employers with fewer than 1,000 employes at a worksite.~~

~~(b) Each plan shall include the following elements:~~

~~—(1) The annual APO survey form as required by § 126.203 (relating to calculating APO).~~

~~—(2) A narrative description of the available commuting options for employes at or near the worksite including a description of available public transportation and parking.~~

~~—(3) A narrative description of the trip reduction measures and incentives to be implemented at each worksite, which may include, but are not limited to, measures and incentives to:~~

~~—(i) Provide a full or partial subsidy for employees' use of public transit.~~

~~—(ii) Provide a full or partial subsidy for car pool and van pool riders.~~

~~—(iii) Allow employees to work flexible hours to promote employee ride sharing.~~

~~—(iv) Permit employees to telecommute or work at home, or both.~~

~~—(v) Set up a guaranteed ride home program at the worksite.~~

~~—(vi) Establish ride share matching services for employees living in the same areas.~~

~~—(vii) Provide employer-owned fleet vehicles for ride sharing.~~

~~—(viii) Subsidize midday shuttles to eating and shopping areas.~~

~~—(ix) Charge differential parking fees for employees based upon the number of employees in the vehicle.~~

~~—(x) Provide preferential parking to car pools and van pools.~~

~~—(xi) Charge those who drive alone for parking.~~

~~—(4) A mechanism for ongoing monitoring and evaluation of the plan and compliance with the plan. This shall include evaluation of the annual APO survey.~~

~~—(5) A process requiring management level employees to be responsible for development and implementation of the employer trip reduction plan.~~

~~—(6) A process to advertise and encourage implementation of the employer trip reduction plan by employees.~~

~~—(7) An internally enforceable process for implementing the plan according to the schedule contained in this section.~~

~~(c) The employer shall achieve:~~

~~—(1) For employers with equal to or greater than 1,000 employees at a worksite:~~

~~—(i) At least 50% of the APO increases required by § 126.202(a) during the 1995 survey period.~~

~~—(ii) At least 80% of the APO increases required by § 126.202(a) during the 1996 survey period.~~

~~—(iii) One hundred percent of the APO increases required by § 126.202(a) during the 1997 survey period and for each calendar year after 1997.~~

~~—(2) For employers with fewer than 1,000 employees at a worksite:~~

~~—(i) At least 50% of the APO increases during the 1996 survey period.~~

~~—(ii) One hundred percent of the APO increases during the 1997 survey period and for each calendar year after 1997.~~

~~-(d) Each employer shall keep detailed records of all documents which verify the figures used to calculate APO, as well as the documents to verify the implementation measures and reductions received through implementing the plans. Records shall be maintained for a minimum of 3 years.]~~

§ 126.205. [Single Employer Averaging Program.] [Reserved].

~~[(a) An employer with more than one worksite in a single target area may average its APO among those worksites in the target area. The average APO is calculated by dividing the number of all of the employees at all of the worksites by the number of all of the vehicles in which these employees report to the worksites.~~

~~-(b) An employer may average between target areas only if the employer develops and implements a plan that achieves APO increases equal to the APO increases that would be required if the employer implemented separate plans for each worksite.~~

~~-(c) The averaging program shall be implemented through a single plan which shall establish APO requirements for each site.~~

~~-(d) There shall be a separate transportation coordinator at each worksite.~~

~~-(e) The worksite manager and transportation coordinator shall be responsible for implementing the plan at each worksite.]~~

§ 126.206. [Multiemployer programs.] [Reserved].

~~[(a) Employers with worksites which are part of a single building or a grouping of buildings located within the same target area of the severe ozone nonattainment area which are in actual physical contact or separated only by a private or public roadway or other private or public right-of-way may develop and submit a multiemployer plan to meet the requirements of this subchapter.~~

~~(b) Employers participating in the development of a multiemployer plan shall accumulate the employer data for establishing the APO for the multiemployer plan. The employers participating in the multiemployer plan shall, within the plan, describe and implement an internally enforceable process so that the multiemployer plan achieves increases required in the target area where the worksites are located. The plan shall describe each employer's required APO.~~

~~(c) Each employer shall be responsible for implementing the multiemployer plan.~~

~~(d) Each employer included in the plan shall designate a separate transportation coordinator.]~~

§ 126.207. [Compliance monitoring and reporting.] [Reserved].

~~[(a) Each employer in the Philadelphia CMSA shall submit the plan required by §§ 126.204—126.206 (relating to developing the employer trip reduction plan; single employer averaging program; and multiemployer programs) along with a verification signed by the company president or a worksite manager that the information contained in the plans is accurate. Multiemployer plans shall contain a verification signed by the company president or a worksite manager for each employer participating in the multiemployer plan, that the information contained in the plan is accurate.~~

~~(b) Each year prior to 1997, each employer shall submit a report to the Department, on a form supplied by or approved by the Department, concerning the implementation of the employer trip reduction plan. The employer shall attach the current year's annual APO survey form. The report shall be submitted to the Department within 45 days following the deadline for achieving the required APO increase specified in § 126.204(c)(1)(i) and (ii) or (2)(i). If the report indicates that the employer has failed to meet the minimum required APO rate for the reporting period, the employer shall advise the Department of the corrective measures which will be taken to assure that the employer will meet the APO required by § 126.204(c)(1)(i) and (ii) or (2)(i) by the next reporting period. The corrective measures shall be implemented as expeditiously as possible. The report shall contain a verification signed by the company president or the worksite manager that the information contained in the report is accurate. Multiemployer reports shall contain a verification signed by the company president or the worksite manager for each employer participating in the multiemployer plan that the information contained in the report is accurate.~~

~~(c) On or before December 31, 1997, and annually thereafter, except as provided in subsection (d), each employer shall submit a report to the Department, on a form supplied by or approved by the Department, concerning the implementation of the employer trip reduction program. The employer shall attach the current year's annual APO survey form. The report shall contain a verification signed by the company president or a worksite manager that the information contained in the report is accurate. Multiemployer reports shall contain a verification signed by the company president or the worksite manager for each employer participating in the multiemployer plan that the information contained in the report is accurate.~~

~~(d) For the years following 1997, if the report required by subsection (c) demonstrates that the employer has met the requirements of this chapter, the employer shall submit the next report within 2 years, covering a 2-year period, unless the annual employer APO survey for the first year of the 2-year period indicates that the requirements of this subchapter have not been met, in which case the report required by subsection (c) shall be submitted annually.~~

~~(e) If the report required by this section or the annual APO survey indicates that the employer has failed to meet the required APO, the employer shall advise the Department of the corrective measures which will be taken to assure that the employer will meet the APO required by § 126.204 by the next reporting period. The corrective measures shall be implemented as expeditiously as possible.~~

~~(f) Employers participating in a multiemployer plan shall comply with this section by submitting a single report for each of the reports required by this section.]~~

§ 126.208. [New employers.] [Reserved].

~~(a) An employer who, because of increases in the number of employees at a worksite or relocation of a worksite to the Philadelphia CMSA during a calendar year, is required to meet the requirements of this subchapter shall develop and implement the employer trip reduction requirements of this chapter following the schedule in this section.~~

~~(b) Within 1 year from the date when the number of employees at a worksite or relocation of a worksite to the Philadelphia CMSA makes the employer subject to this subchapter, the employer shall conduct an employe survey and develop and submit to the Department an employer trip reduction plan following this subchapter for increasing the APO to the amount required for the target area where the employer is located.~~

~~(c) The plan shall be implemented to achieve:~~

~~—(1) Fifty percent of the APO increases within 2 years from the date established in subsection (b);~~

~~—(2) One hundred percent of the APO increases within 3 years from the date established in subsection (b).]~~

CHAPTER 126. STANDARDS FOR MOTOR FUELS

APPENDIX A [Reserved].

[Target Areas for the Philadelphia Severe Ozone Nonattainment Area

~~The Philadelphia Severe Ozone Nonattainment Area comprises four target areas. Target Area 1 is the Central Business District of the City of Philadelphia. Target Area 2, also~~

~~wholly within the City of Philadelphia, is comprised of the urban ring surrounding Target Area 1. Target Area 3 includes outlying portions of the City of Philadelphia and densely populated suburban areas of Bucks, Chester, Delaware and Montgomery Counties. Target Area 4 includes the outlying portion of the ozone nonattainment area in Bucks, Chester and Montgomery Counties.~~

~~Target area boundaries for the City of Philadelphia were derived from the boundaries of the 1990 census tracts; Target area boundaries for Bucks, Chester, Delaware and Montgomery Counties follow political subdivision boundaries.~~

~~The following description of boundaries for the Philadelphia Severe Ozone Nonattainment Area is defined in § 121.1 and referenced in § 126.202.~~

~~Maps are provided to assist persons affected by this regulation in identifying the following target area boundaries:~~

~~A. *Target Area One (1)*—Philadelphia (Center City)
Philadelphia County
(See Maps 2 and 3).~~

~~Target Area 1 is bound by a line which starts at the intersection of South and Front Streets, and moves counterclockwise as follows:~~

~~* North on Front Street to Vine Street;~~

~~* West (left turn) on Vine Street to Broad Street;~~

~~* North (right turn) on Broad Street to Spring Garden Street;~~

~~* West (left turn) on Spring Garden Street to 36th Street;~~

~~* South (left) on 36th Street to Market Street;~~

~~* West (right turn) on Market Street to 37th Street;~~

~~* South (left turn) on 37th Street to Campus Walk (Univ. of Pa.);~~

~~* South (straight) on Campus Walk to Spruce Street;~~

~~* West (right turn) on Spruce Street to 38th Street;~~

~~* South (left turn) on 38th Street to Woodland Avenue;~~

~~* Southwest (right turn) on Woodland Avenue to 42nd Street;~~

~~* Southeast (left turn) on 42nd Street to the end and extending 42nd Street to the Amtrak Rail Line;~~

- ~~—* South (right turn) on the Amtrak Rail Line to Grays Ferry Avenue;~~
- ~~—* East (left turn) on Grays Ferry Avenue to the middle of the Schuylkill River;~~
- ~~—* Upstream on the Schuylkill River to South Street;~~
- ~~—* East (right turn) on South Street to intersection with Front Street.~~

B. Target Area Two (2)—Portions of Philadelphia County (Center City Excluded) (See Map 2).

~~Target Area 2 is composed of the area of Philadelphia County which is between the outer boundary of Target Area 1 and a boundary line beginning at a point described by extending Van Kirk Street southeast to midstream of the Delaware River. Target Area 2 is bound by moving counterclockwise:~~

- ~~—* Northwest from point established in the middle of the Delaware River along Van Kirk Street to Tacony Street;~~
- ~~—* Southwest (left turn) on Tacony Street to Van Kirk Street;~~
- ~~—* Northwest (right turn) on Van Kirk Street to the Amtrak/SEPTA Line;~~
- ~~—* Southwest (left turn) on Amtrak/SEPTA Line to Cheltenham Avenue;~~
- ~~—* Northwest (right turn) on Cheltenham Avenue to Roosevelt Boulevard;~~
- ~~—* Southwest (left turn) on Roosevelt Boulevard to Adams Avenue;~~
- ~~—* Northwest (right turn) on Adams Avenue to Whitaker Avenue;~~
- ~~—* Northeast (right turn) on Whitaker Avenue to Godfrey Avenue;~~
- ~~—* Northwest (left turn) on Godfrey Avenue to Godfrey Avenue extension (created by extending Avenue beyond its end point);~~
- ~~—* Straight on the Godfrey Street extension (created by extending Godfrey Avenue beyond its end point) to Godfrey Avenue;~~
- ~~—* Straight on Godfrey Avenue to Broad Street;~~
- ~~—* North (right turn) on Broad Street to Cheltenham Avenue;~~
- ~~—* West (left turn) on Cheltenham Avenue to Stenton Avenue;~~
- ~~—* Northwest (right turn) on Stenton Avenue to Haines Street;~~

- ~~—* Southwest (left turn) on Haines Street to Chew Avenue;~~
- ~~—* Northwest (right turn) on Chew Avenue to SEPTA (Chestnut Hill) Line;~~
- ~~—* South (left turn) on SEPTA Line to High Street;~~
- ~~—* Southwest (right turn) on High Street to Germantown Avenue;~~
- ~~—* Southeast (left turn) on Germantown Avenue to Rittenhouse Street;~~
- ~~—* Southwest (right turn) on Rittenhouse Street to Fairmount Park boundary;~~
- ~~—* Follow Fairmount Park boundary southwest to Ridge Avenue;~~
- ~~—* Northwest (right turn) on Ridge Avenue to Wissahickon Creek;~~
- ~~—* South, downstream along Wissahickon Creek to the Schuylkill River;~~
- ~~—* Southeast, downstream on the Schuylkill River to City Avenue;~~
- ~~—* Southwest (right turn) on City Avenue to Overbrook Avenue;~~
- ~~—* Southeast (left turn) on Overbrook Avenue to Upland Way;~~
- ~~—* East (right turn) on Upland Way to 59th Street;~~
- ~~—* South (right turn) on 59th Street to Girard Avenue;~~
- ~~—* West (right turn) on Girard Avenue to 60th Street;~~
- ~~—* South (left turn) on 60th Street to Callowhill Street;~~
- ~~—* West (right turn) on Callowhill Street to Cross Street;~~
- ~~—* South (left turn) on Cross Street to Race Street;~~
- ~~—* West (right turn) on Race Street to Daggett Street extension (created by extending Daggett Street beyond its end point);~~
- ~~—* South on the Daggett Street extension (created by extending Daggett beyond its end point) to Philadelphia County Line (Cobbs Creek);~~
- ~~—* South on Philadelphia County Line to Woodland Avenue;~~
- ~~—* Northeast on Woodland Avenue to Island Avenue;~~

- ~~—* Southeast on Island Avenue to the Amtrak Rail Line;~~
- ~~—* Northeast (left turn) on Amtrak Rail Line to 70th Street;~~
- ~~—* Southeast (right turn) on 70th Street to Airport Rail Line;~~
- ~~—* Northeast (left turn) on Airport Rail Line to 58th Street;~~
- ~~—* Southeast (right turn) on 58th Street to the middle of the Schuylkill River;~~
- ~~—* Northeast, upstream, on the Schuylkill River to Moore Street extension (created by extending Moore Street to the Middle of the Schuylkill River);~~
- ~~—* Straight on Moore Street extension (created by extending Moore Street beyond its end point) to Moore Street;~~
- ~~—* East (right turn) on Moore Street to the Schuylkill Expressway;~~
- ~~—* Southeast (right turn) on the Schuylkill Expressway to Oregon Avenue;~~
- ~~—* East on Oregon Avenue to 20th Street;~~
- ~~—* South (right turn) on 20th Street to Penrose Avenue;~~
- ~~—* Southwest (right turn) on Penrose Avenue to Pattison Avenue;~~
- ~~—* East (left turn) on Pattison Avenue to 10th Street;~~
- ~~—* North (left turn) on 10th Street to I-76;~~
- ~~—* East on I-76 to the middle of the Delaware River, north, upstream on the Delaware River to the beginning point (Van Kirk extension).~~

~~C. Target Area Three (3) — Remaining Portions of Philadelphia (See Maps 1 and 2), Portions of Bucks and Chester Counties, the entire County of Delaware and portions of Montgomery County (See Map 1).~~

~~1. Philadelphia County — Portions of Philadelphia County located in Target Area 3 are comprised of the area between the outer boundaries of Target Area 2 and the Philadelphia County Line. Target Area 3 for the remaining portions of Philadelphia County is bound by a line which:~~

- ~~—a. Follows the outer boundary of the Van Kirk Street Extension and the Delaware River counterclockwise along the Philadelphia County Line to City Avenue;~~

~~—b. At the intersection of City Line Avenue and Overbrook Avenue follow the Philadelphia County Line counterclockwise to the Daggett Street extension;~~

~~—c. At the intersection of Philadelphia County Line and Woodland Avenue, follow the Philadelphia County Line counterclockwise to I-76 and the Delaware River.~~

~~2. Bucks County—Target Area 3 for the County of Bucks is identified by the following boroughs (Boro) and townships (Twp.):~~

~~Bensalem Twp., Bristol Boro, Bristol Twp., Falls Twp., Lower Southampton Twp., Morrisville Boro and Tullytown Boro.~~

~~3. Chester County—Target Area 3 for the County of Chester is comprised of Easttown and Tredyffrin Townships.~~

~~4. Delaware County—Target Area 3 for the County of Delaware is comprised of every borough, city or township thereof.~~

~~5. Montgomery County—Target Area 3 for the County of Montgomery is comprised of the following boroughs (Boro) and townships (Twp.):~~

~~Abington Twp., Ambler Boro, Bridgeport Boro, Bryn Athyn Boro, Cheltenham Twp., Conshohocken Boro, East Norriton Twp., Hatboro Borough, Hatfield Boro, Hatfield Twp., Horsham Twp., Jenkintown Boro, Lansdale Boro, Lower Gwynedd Twp., Lower Merion Twp., Lower Moreland Twp., Lower Providence Twp., Montgomery Twp., Narberth Boro, Norristown Boro, North Wales Boro, Plymouth Twp., Rockledge Boro, Springfield Twp., Towamencin Twp., Upper Dublin Twp., Upper Gwynedd Twp., Upper Merion Twp., Upper Moreland Twp., West Conshohocken Boro, West Norriton Twp., Whitmarsh Twp., and Whitpain Twp.~~

~~D. Target Area Four (4)—Portions of Bucks, Chester and Montgomery Counties (See Map 1).~~

~~1. Bucks County—Target Area 4 for the County of Bucks is comprised of the following boroughs and townships:~~

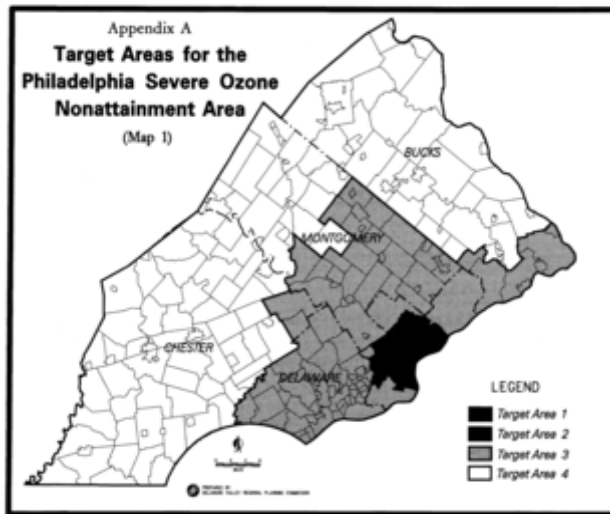
~~Bedminster Twp., Bridgeton Twp., Buckingham Twp., Chalfont Boro, Doylestown Boro, Doylestown Twp., Dublin Boro, Durham Twp., East Rockhill Twp., Haycock Twp., Hilltown Twp., Hulmeville Boro, Ivyland Boro, Langhorne Boro, Langhorne Manor Boro, Lower Makefield Twp., Middletown Twp., Milford Twp., New Britain Boro, New Britain Twp., New Hope Boro, Newtown Boro, Newtown Twp., Nockamixon Twp., Northampton Twp., Penndel Boro, Perkasio Boro, Plumstead Twp., Quakertown Boro, Richland Twp., Richlandtown Boro, Riegelville Boro, Sellersville Boro, Silverdale Boro, Solebury Twp., Springfield Twp., Telford Boro, Tinicum Twp., Trumbauersville Boro, Upper Makefield Twp., Upper Southampton Twp., Warminster Twp., Warrington Twp., Warick Twp., West Rockhill Twp., Wrightstown Twp. and Yardley Boro.~~

2. Chester County—Target Area 4 is comprised of the following political subdivisions:

~~—Atglen Boro, Avondale Boro, Birmingham Twp., Caln Twp., Charlestown Twp., Coatesville City, Downingtown Boro, East Bradford Twp., East Brandywine Twp., East Caln Twp., East Coventry Twp., East Fallowfield Twp., East Goshen Twp., East Marlborough Twp., East Nantmeal Twp., East Nottingham Twp., East Pikeland Twp., East Vincent Twp., East Whiteland Twp., Elk Twp., Elverson Boro, Franklin Twp., Highland Twp., Honeybrook Boro, Honeybrook Twp., Kennett Square Boro, Kennett Twp., London Britain Twp., Londonderry Twp., London Grove Twp., Lower Oxford Twp., Malvern Boro, Modena Boro, New Garden Twp., Newlin Twp., New London Twp., North Coventry Twp., Oxford Boro, Parkesburg Boro, Pennsbury Twp., Penn Twp., Phoenixville Twp., Pocopson Twp., Sadsbury Twp., Schuylkill Twp., South Coatesville Boro, South Coventry Twp., Spring City Boro, Thornbury Twp., Upper Oxford Twp., Upper Uwchlan Twp., Uwchlan Twp., Valley Twp., Warwick Twp., Wallace Twp., West Bradford Twp., West Brandywine Twp., West Caln Twp., West Chester Boro, West Fallowfield Twp., West Goshen Twp., West Grove Boro, West Marlborough Twp., West Nantmeal Twp., West Nottingham Twp., West Pikeland Twp., West Sadsbury Twp., Westtown Twp., West Vincent Twp., West Whiteland Twp. and Willistown Twp.~~

3. Montgomery County—Target Area 4 is comprised of the following boroughs and townships:

~~—Collegeville Boro, Douglas Twp., East Greenville Boro, Franconia Twp., Green Lane Boro, Limerick Twp., Lower Frederick Twp., Lower Pottsgrove Twp., Lower Salford Twp., Marlborough Twp., New Hanover Twp., Pennsburg Boro, Perkiomen Twp., Pottstown Boro, Red Hill Boro, Royersford Boro, Salford Twp., Schwenksville Boro, Skippack Twp., Souderton Boro, Telford Boro, Trappe Boro, Upper Frederick Twp., Upper Hanover Twp., Upper Pottsgrove Twp., Upper Providence Twp., Upper Salford Twp., West Pottsgrove Twp. and Worcester Twp.]~~



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